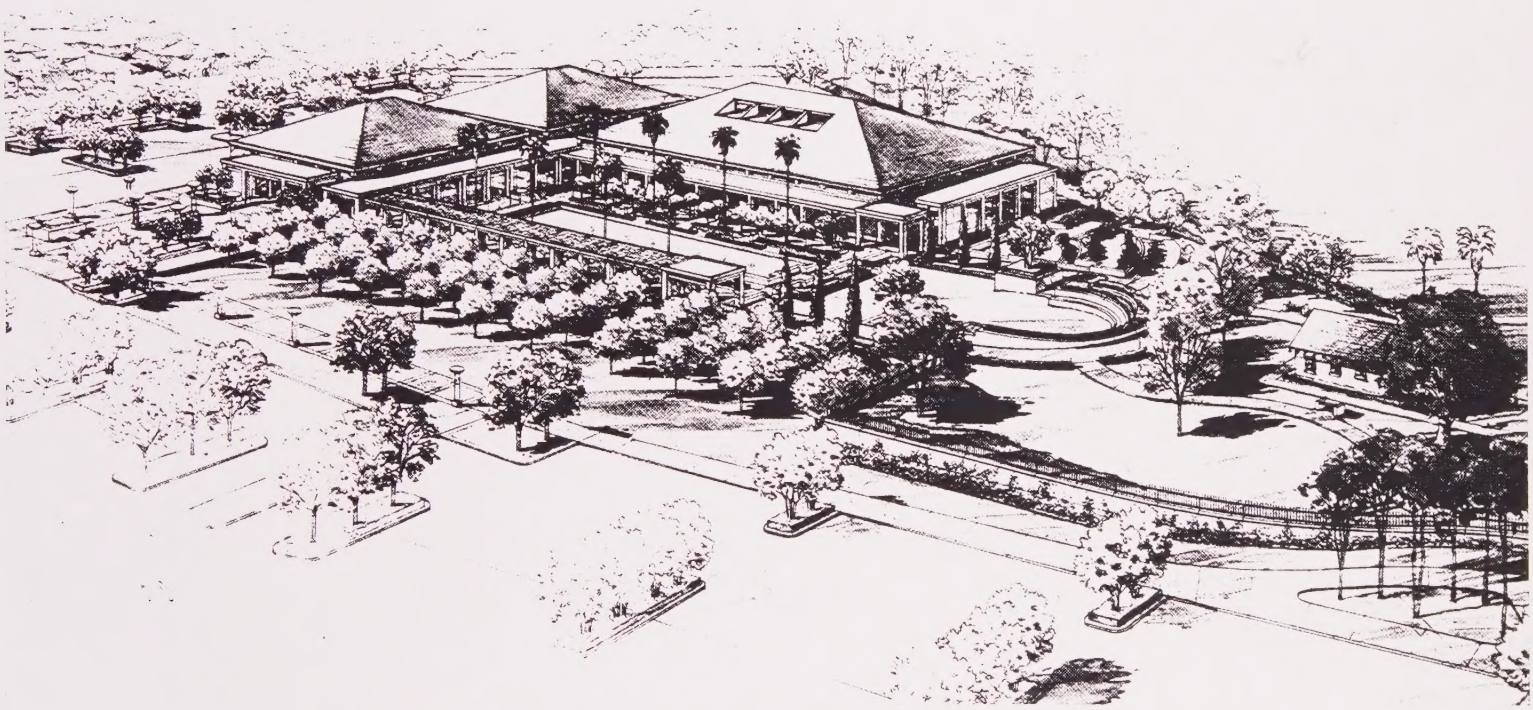
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CITY OF YORBA LINDA

GENERAL PLAN



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Final

City of Yorba Linda
GENERAL PLAN UPDATE

December 6, 1993

Prepared for:

The City of Yorba Linda

Prepared by:

The Planning Center

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Chapter One

INTRODUCTION

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INTRODUCTION

I. INTRODUCTION

The Yorba Linda General Plan Update envisions a community, not merely development. More than any single idea encompassing the Yorba Linda General Plan Update is the commitment to the preservation and enhancement of a high quality of living in a suburban community. Physical identity, quality of facilities, character of services and community activities all underlie this idea.

The City of Yorba Linda is faced with substantial growth pressures. This is a time which represents a pivotal point in terms of its ability to benefit from change and opportunities posed by growth pressures.

How do we make the most of these opportunities? We formulate a Vision of the community, a mental picture of its future created by anticipating or conceiving important desired community characteristics. It is imaginative in that it envisions conditions that may not now exist (the Vision may well include certain existing characteristics to be preserved, as well as those yet to be achieved). It anticipates the results of numerous future events and actions. The statement of that Vision becomes a promise: a commitment to a quality of living that exceeds what would have happened otherwise.

The Yorba Linda General Plan Update represents a new step into the future. Accordingly, it must be more than a traditional "blueprint" for future growth. It should be visionary and creative, yet its goals, policies and programs must be realistic and achievable. The Plan must provide a rational and defensible basis for decisionmaking now and into the future.

A. Purpose of the General Plan

California State law requires each city and county to adopt a comprehensive, long-term general plan for its own physical development. In essence, a city's general plan serves as the blueprint for future growth and development. As a blueprint for the future, the plan must contain policies and programs designed to provide decisionmakers with a solid basis for land use related decisions.

The general plan must address many issues which are directly related to and influence land use decisions. In addition to land use, State law requires that the plan address circulation, housing, the conservation of natural resources, the preservation of open space, the noise environment and the protection of public safety (Section 65302 of the California Government Code). These issues are to be discussed to the extent that they apply to particular jurisdictions.

The general plan may also cover topics of special or unique interest to a jurisdiction, such as historic preservation, trails, and parks and recreation. California State law, further, requires the day-to day decisions of a city should follow logically and be consistent with the general plan. In addition, a city's land use regulations and decisions must be consistent with the general plan: zoning, redevelopment, development processing, annexation and specific plans.

B. Organization of the General Plan

1. Scope

The content of each element is prescribed by the State of California General Plan Guidelines, published by the Office of Planning and Research (OPR). Specific requirements for the Noise Element are defined by the Office of Noise Control, California Department of Health. The contents of optional elements are to be determined by a city based on its needs and objectives. While State law specifies the basic content of the general plan, it allows each city to use any format deemed appropriate or convenient. Each element must contain background data and information, the identification of significant issues, and policy and programs addressing the resolution of these issues.

The City of Yorba Linda General Plan Update contains goals, policies and programs which are intended to guide land use, development and revitalization decisions into the twenty-first century. As defined by the State General Plan Guidelines, the mandated and permissive elements often overlap in subject matter and policy. To avoid potential redundancy and confusion and provide a cohesive and consistent approach to issues, the City of Yorba Linda General Plan Update has been organized by resource topic rather than separating each of the mandated and optional elements. The Plan consists of a Land Use Map and the following seven elements, or chapters, which together fulfill the State requirements for a General Plan: Land Use, Circulation, Recreation and Resources (consisting of mandated Conservation and Open Space elements, and optional Parks and Recreation and Trails elements), Historic Preservation, Noise, Public Safety, and Growth Management. The Housing Element was prepared separately from the General Plan Update. Table I-1 illustrates the relationship between the General Plan's elements and the seven state-mandated elements.

The preparation of each General Plan element was preceded by extensive research, technical reports and for several topics, an issue paper. The technical reports for Circulation, Hazardous Waste, Fiscal Impacts, Noise and Air Quality identify issues and constraints, existing conditions, and analysis of the preferred plan which were used to guide the formulation of General Plan policy. These reports are found in the Technical Appendices.

TABLE I-1
THE CITY OF YORBA LINDA GENERAL PLAN STRUCTURE

General Plan Topics	Mandated Elements	Optional Element	Related Issues
CHAPTER II: LAND USE ELEMENT			
Land Use	Land Use		Historic Resources; Conservation and Open Space; Housing; Area Plans; Vision; Circulation
CHAPTER III: CIRCULATION ELEMENT			
Circulation	Circulation		Arterials/Superstreets; Growth Management; Air Quality; Noise; Land Use
CHAPTER IV: RECREATION AND RESOURCE ELEMENT			
Open Space	Open Space	Parks and Recreation Trails	Land Use; Public Safety; Conservation
Conservation	Conservation		Open Space; Parks and Recreation; Public Safety; Trails; Land Use
CHAPTER V: HISTORIC RESOURCES ELEMENT			
Historic Resources		Historic Resources	Land Use; Conservation; Housing
CHAPTER VI: NOISE ELEMENT			
Noise	Noise		Circulation; Public Safety; Land Use
CHAPTER VII: PUBLIC SAFETY ELEMENT			
Safety, Hazardous Materials and Seismic Safety	Public Safety		Open Space; Conservation; Land Use; Circulation
CHAPTER VIII: GROWTH MANAGEMENT ELEMENT			
Growth Management		Growth Management	Regional Coordination; Air Quality; Land Use; Circulation; Congestion Management

2. Organization

Each Element contains an Introduction, Summary of Key Issues, Background Information, Goals and Policies, and Implementation Programs. The Goals and Policies are based upon the needs of the community as derived from the Vision Statement, the issues analysis, and the many meetings with the Steering Committee. The Steering Committee, appointed by the City Council, served in the capacity of an advisory body to the General Plan program, with the directive to review all work products generated by the consultant team, comment on the content of the documents, and guide the program by selecting alternative courses of action. The Goals are accompanied, for the most part, with a discussion of the intent of each goal to provide background information and aid in the interpretation. Goals and Policies are defined as follows:

Goal A goal is the ultimate purpose of an effort stated in a way that is general in nature and immeasurable.

Policy A specific statement guiding action and implying clear commitment.

The programs contained in the City of Yorba Linda General Plan Update encompass a broad range of actions which are defined to implement the policies of each element. These include:

1. Programs which are currently being implemented by the City of Yorba Linda and will be continued;

2. Modifications of existing programs, with little or no fiscal impact to the City;

3. Proposed new programs which may or may not require additional City budget expenditures.

Of these, some are mandated by the State law such as zoning, and CEQA review. Others account for plan policies which, while they may be contained in a State-mandated element, are not necessarily mandated actions by the City. Unless otherwise required by State law, each implementation program listed in this General Plan Update is to be construed as directory for the City in accomplishing the goals and policies of this General Plan Update.

The City will be responsible to develop a work program that assigns priorities to implementation programs, identifies products or milestones to be achieved, and establishes schedules, budgets and project responsibilities to appropriate City Departments. The Implementation Programs identified within the individual General Plan elements do not establish schedules, priorities or budget allocations.

C. Relationship Among General Plan Elements

As a comprehensive strategy for the management of a city's diverse physical, economic, and social resources, there is a high level of interrelationship among the topics and elements of the General Plan. The Land Use Element provides for the types, intensity and density, and distribution of development. The Housing Element, (which has been prepared as a separate document from the General Plan Update), provides for the manner in which existing housing will be conserved and new housing will be produced, in the context of the areas permitted for development by the Land Use Element. The Circulation Element identifies the types and specifies the means by which circulation infrastructure will be provided to support the uses established by the Land Use Element. The Recreation and Resources Element defines the range of recreational services and open space areas needed to support the City's residents, businesses and visitors, as well as define policy for the protection of significant resources in the context of land use development. The Safety Element and Noise Element provides for the protection of humans and uses from the adverse effects of natural and man-related hazards. The Growth Management Element responds to circulation, air quality and land use components of the General Plan in terms of regional addressing regional issues and coordinating its planning with local, county and regional bodies.

II. VISION FOR A COMMUNITY

A pervasive concern throughout the preparation of the General Plan Update has been the establishment of a means to achieve and maintain the high quality of life for Yorba Linda's residents. This visionary goal has been an underlying theme in the Steering Committee discussion and debate on potential City policies and programs. It reflects a consensus that there are current conditions which may threaten the quality and character of the City's physical, economic and social environments and that there needs to be a conscientious and aggressive strategy to protect and enhance the quality of life established for the community.

Among the contributing factors which have been identified are the absence of a "special community focal place"; lack of a vital and definable downtown which can be distinctly identified in the City; lack of a variety of key activity areas providing for the needs of residents and opportunities for social interaction; general pattern of automobile oriented commercial strips which inhibit public gathering and public activity; lack of significance applied to historical structures and sites; grading alteration of natural topography; limited supply of affordable housing opportunities; a perceived division of the City between east and west; and the lack of east-west arterials to serve the residents.

On the other hand, the City contains many elements which do and can contribute to a high quality of life. These include its residents; enthusiasm to maintain existing assets and improve

areas of concern; stable and well designed residential neighborhoods; a well used park system; a centralized location in the Los Angeles Metropolitan region; expanding office park and business market with 91 Freeway visibility and direct access; opportunities for developing a centralized community focus; and the strong visual and physical amenity of its location and easy access to the Chino Hills State Park and other regional amenities.

A. Purpose of the Vision Statement

The purpose of this Vision Statement is to declare a commitment to a quality of living that substantially exceeds what would otherwise occur. It provides a foundation for the Yorba Linda General Plan Update. It will enable future community leaders and citizens to recall and endorse the meaning of the Plan and maintain diligence in carrying out its intent.

Many people will play a role in achieving this Vision. It will take many years; yet, each new year is an important step in the right direction. How can those who inherit community responsibilities many years from now know what was envisioned by this effort? How can they understand what values and priorities drove the deliberations which resulted in the Plan after time and change cause memories to fade?

This Vision Statement answers those questions.

B. What Is a Community Vision

Vision for a Community is a mental picture of its future created by anticipating or conceiving important desired community characteristics.

It is imaginative in that it envisions conditions that may not now exist (the Vision may well include certain existing characteristics to be preserved, as well as those yet to be achieved). It anticipates the results of numerous future events and actions.

It is practical in that it requires specific actions to be taken and must have continuing support by community leaders and opinion makers. This can occur only if the Vision reinforces community values that can be sustained over a long period of time.

This Vision of Yorba Linda provides guidance to the City's General Plan Update by indicating broad goals which must be translated into plans, policies, programs and actions. Many of these qualify in satisfying requirements of the California Government Code for general plan "elements" -- subjects required or allowed to be covered in general plans. Others go beyond strict legislative purview, because the Community Vision deals with much broader dimensions of community potential. It is more than merely adding up the elements typically appearing in general plans.

In order to address the factors important to a community (as contrasted to a specific development project or area), it is essential to think comprehensively. Though challenging, it is the most practical approach in the long run. While a focus on physical development planning is necessary, it is insufficient.

C. The Six Dimensions of a Community Vision

There are six ways in which to visualize a community. It includes the community viewed as:

- A physical place;
- An economic system;
- An environmental system;
- A society;
- A governmental jurisdiction; and
- A symbol.

Some of these dimensions of Vision receive more emphasis than others, however, all of them are important. The Vision for Yorba Linda contains all of these components, even though the General Plan is primarily physical in focus. For each of these dimensions, the Vision Statement consists of a description of important community values to be respected in the Plan and a statement of one or more general goals for each dimension of the community (the fewer, the better). A statement of intent will enable anyone not directly involved in this process to understand how the goal should be interpreted. It should be accompanied by a brief summary characterizing that part of the community so the context of the goal can be understood.

A Vision made up of these fundamental aspects of community leads to the formulation of objectives, policies, programs and actions which are intended to make the Vision real by guiding the forces of change so that they lead toward the selected Vision.

These perspectives can be defined and described in the following ways:

- Physical Place. This dimension includes the physical setting in which the community is located and is defined by the way the community functions and appears physically. This is what you see on the ground. Major ingredients include: topography; pattern of development; variety, intensity and mix of land uses; pattern and quality of permanent open space; coherence of development patterns; quality of man made features and structures; and physical distinctiveness in relation to the surrounding area and other communities.

- Economic System. This dimension has to do with the flow of private capital and financial investment in the form of cash, credit, land improvements, employment and business activities of all kinds. It incudes the amount and quality (dependability) of capital flowing through the community (in to it and out of it), as well as within it. An important dimension of the economic character of the community is the degree of diversity in work opportunities for residents of all economic conditions who live there.

- Environmental System. This dimension of Vision involves the combination and diversity of natural and man made features as an interactive system. This includes such ingredients as air quality; water quality; flood protection; environmentally sensitive resources; plant and animal life; and the degree to which system balance is maintained or lost. A critical aspect of the environmental system is the maintenance of diversity and balance within the total system, giving it the resilience to respond to changing conditions.

- Society. This dimension addresses the people in the community and how they live and interact. It includes the nature and extent of population diversity; the vocational, educational, cultural and recreational activities in which they engage; the institutions they establish and the patterns of relationships they seek. Of particular significance is the way in which diverse interests in the community find ways to express their individuality and still function cooperatively as a community.

- Government. The governmental dimension is responsible for many functions under the state law, carried out under local leadership and with priorities determined locally. Much of our perception of community is shaped by local governments because they are closest to the people and carry prescribed authority for matters of day to day importance to us.

  This dimension includes such functional responsibilities as: raising public revenues; budgeting; managing public properties; maintaining levels of service; establishing public policy; managing growth and development; providing public facilities and services; maintaining cooperative relationships with other units of government; providing community leadership; and maintaining responsiveness to the citizenry. Local government is the level of government in California which has the authority to guide and regulate land use.

- Symbol. To some degree, this is the sum of all the other dimensions of community. It is a relatively simple representation of what people think about their community - the image reflecting their overall Vision of the place. It is a measure of pride and commitment; a belief that this is a special place. It also includes a strong measure of reputation: how the community is perceived by

those who don't live or work there. To a degree, the community as a symbol reflects its function in the region (regional center; residential suburb; new town; farm town; tourist destination; etc.). The symbol can be a powerful force in stimulating leadership and support for community achievement, much as a flag elicits feelings of patriotism. It can be aided, but not created, by physical improvements which are consistent with a desired image.

D. The Vision for Yorba Linda

An overall Vision for Yorba Linda could be stated as a community which is:

- A high quality suburban community that has good schools and parks;
- A comfortable place in which to raise a family;
- A place where you feel safe anytime, anywhere;
- A place where a high quality of life is maintained;
- A place where high levels of service are provided for residents.

1. Physical Character

Development within the City has mostly occurred in two different periods of time. The west side of the City was predominantly developed before 1975, the east side was primarily developed after 1975. Each of the areas are distinguished by different types of design and levels of infrastructure. At this time the City lacks an focal point or central core that provides a common community gathering area for both sides.

Since its incorporation in 1967, the City has undergone significant growth through annexation. Substantial growth pressures continue to exist. Plans to accommodate future growth are being considered in both the City and in Unincorporated areas. There are large undeveloped parcels of land, north of the City, whose owners will soon wish to develop. There are a number of County Islands that could potentially be annexed into the City. Additionally, there are opportunities for "in-fill" and revitalization projects in the older sections of town, including the City's historical downtown area.

Values:

- The perception of Yorba Linda as a pleasant suburban community means a great deal to its citizens.

- The fact that Yorba Linda is a comfortable and safe place in which to raise a family is a source of community pride.

- The provision of significant amounts of open space, parks and recreational facilities are important.
- Residents of Yorba Linda take great pride in the aesthetic image of their City.
- An efficient circulation system would enhance the quality of life.
- It is essential to manage physical development so that it reinforces what is important to Yorba Linda.
- Common community gathering areas would enhance City unity and pride.

Goal:

- To maintain the City's image as a high quality residential community with good schools and recreational amenities.
- To develop and redevelop the City under the highest community development standards.
- To provide adequate amounts of open space, parks, and recreational facilities within new development.
- To provide spaces and places for people to gather as a community.
- Provide a circulation system that will be able to accommodate existing and projected traffic levels.

2. Economic Development

Yorba Linda's economy has shifted from oil, farming and ranching to high quality residential development and associated neighborhood and community shopping centers. Greater economic opportunities are emerging through the expansion of business park uses located along the southeastern sector of Yorba Linda. Additional economic opportunities are available with revitalization of the City's historical downtown area. Expansion of commercial and industrial development will contribute to the fiscal soundness of the City and will help maintain existing high levels of service.

Values:

- Expanding commercial and industrial development which includes a diversity of services, products and markets is better than dependence on a narrow economic base.

- High quality commercial centers and business parks would help foster business opportunities within the City.

- A solid economic base would facilitate the provision of high levels of service for all residents.

- A revitalized historical downtown area would generate additional revenues and preserve the City's historical character.

Goal:

- To develop a strategy for economic development which attracts and retains business and industrial uses and provides a broad range of employment opportunities for City residents.

- To ensure the development of high quality commercial centers and business parks within the City.

- To revitalize the City's historic downtown area as a functioning business district.

3. An Environmental System

Yorba Linda consists of a wide range of man-made and natural environments. The City is situated in an urbanized County that is confronted with environmental issues common to the region, such as traffic congestion, air quality and water supply. Environmental issues of local significance include preservation of biological resources along the Santa Ana River, careful development of Chino Hills and the safe disposal of hazardous wastes. It is very important to the City that land use development be compatible and have the ability to coexist with its high quality environment.

Values:

- The preservation of natural resources ensures long-term productivity of the environment.

- Improved air quality increases the quality of life for all residents.

- Promote responsible urban living with concern for the local and regional environment.

Goal:

- To provide a high quality environment over the long term.
- Develop programs which provide for the attainment and maintenance of good air quality.
- To protect and enhance environmentally sensitive areas and habitats.
- Ensure a careful blending of development and open space within the City.

4. A Society

The City of Yorba Linda is an established community which has developed its own social character and values. Its prevailing value is to maintain Yorba Linda's high quality family-oriented image. In recent years the eastern portion of Yorba Linda has undergone significant growth. There are demographic and physical characteristics that distinguish the eastern and western portions of the City, however, there appears to be an agreement regarding the value of the City's family oriented high quality image.

Values:

- Small town friendliness with a little bit of country is a quality to be preserved.
- High quality education is a priority within the City.
- Parks and quality recreational programs are very important to residents.
- Feeling safe and secure anytime, anywhere in Yorba Linda is expected.
- A family-oriented community is highly valued.

Goal:

- Maintain the small town family-oriented values of the City.
- High quality education shall be available to all residents.

- Promote a sense of community and belonging within the City.

- High quality parks and recreational programs will be made available to all residents.

5. **A Governmental Jurisdiction**

The Citizens' sense of pride is carried over to the City government. In general, the citizens are pleased with the leadership and the quality of life that has been maintained by City leaders. The City takes pride in the high level of service it provides to residents. Community decision makers are individuals who acknowledge the values of their citizens yet have the foresight to maintain economic vitality. The citizens expect to have a role in the decision-making processes for their City.

Values:

- Achieving the City's interests is well served by regional coordination and cooperation.

- It is essential and desirable to maintain active communication between City government and the citizenry.

- It is important that government is successful in balancing the various interests in the community and yet is sensitive to the needs of the individual citizen.

Goal:

- Ensure that City government anticipates community needs and is responsive to citizen concerns.

- Provide a leadership role in regional plans and programs that affect the City.

- Promote responsible participation by the citizenry in public affairs.

- Require efficient management of public resources.

- Ensure that fiscal resources are adequate to provide needed facilities and services.

6. A Symbol

Yorba Linda is an established suburban community that provides a safe and family oriented environment to its residents. Yorba Linda is a place where a high quality of life is maintained.

Values:

- Yorba Linda is known for the security its citizens feel in conducting their everyday activities.
- Yorba Linda is known as a family-oriented community.
- Yorba Linda is a community of which its citizens are proud.

Goal:

- Perpetuate the City's family-oriented values.
- Promote public awareness that Yorba Linda is a place where a high quality of life is maintained.
- Provide community improvements that reinforce the City's image.

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Chapter Two

LAND USE ELEMENT

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LAND USE

I. INTRODUCTION

The Land Use Element establishes land use goals and policies, supported by implementation programs, for the manner in which new development will occur and existing uses and resources will be preserved in Yorba Linda. The future land use configuration of Yorba Linda will be shaped through the implementation of this Element. The Land Use Element has the broadest scope of the elements required by the Government Code. Since it regulates how land is to be utilized, most of the issues and policies contained in all other Plan Elements, including those concerned with open space, conservation and parks, growth management, historic resources, circulation, safety and noise are integrated into and synthesized by this Element.

The goals, policies and implementation programs of the Land Use Element are intended to support and reinforce the current quality of life in Yorba Linda as the "Land of Gracious Living". The Land Use Element promotes the achievement of goals by establishing clear direction for future land use. The Element accomplishes this through the use of the Land Use Plan Map, narrative text and quantifying tables. The key element of land use policy is the Land Use Plan Map, which depicts the permitted type and density/intensity of use for all lands within the planning area. Lands have been generally categorized according to residential, commercial, industrial, and open space uses. The land use policies contained in this plan, visually represented by the Land Use Plan Map, establish order and focus for the City's land use pattern and provide the framework for future land use planning and decision making in the City.

A. Authorization and Scope

The State of California Government Code requires that a land use element be prepared as a part of a city's General Plan, as follows:

> *"Government Code Section 65302(a): A land use element which designates the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste facilities, and other categories of public and private uses of land. The land use element shall include a statement of the standards of population density and building intensity for the various districts and other territory covered by the Plan."*

B. Related Plans and Programs

There are a number of land use documents which have been adopted, through ordinance or resolution, which bear a relationship to the General Plan. Relevant plans and documents are listed as follows:

1. Yorba Linda Zoning Code

The Government Code requires the City's Zoning Code to be consistent with the General Plan. The current Zoning Code, originally adopted in October, 1972, was revised according to subsequent amendments by Ordinance through February 1990. The Zoning Code establishes classifications of land use zones, regulations for the compatible development of those zones, and development standards for the regulation of actions which safeguard and enhance the appearance and quality of development in the City. In the event that the Zoning Code becomes inconsistent with the General Plan by reason of an update, annexation or amendment, the Zoning Code must be amended within a reasonable time so that consistency is assured.

2. General Plan EIR

As required by State law, each jurisdiction must prepare and adopt a general plan and certify supporting environmental documentation to inform the decision to adopt the general plan. The Yorba Linda General Plan Update sets forth goals, policies and implementation programs for existing and future development. The General Plan Update also provides the framework to analyze and respond to changing circumstances as the community evolves. The issues and background information are summarized in the General Plan Update and discussed in greater depth in the EIR. Both documents provide City officials with vital information necessary to make decisions. The General Plan Update and EIR also serve as the basis for subsequent planning efforts, including the preparation of specific plans, master plans and special planning and environmental studies.

3. Development Plans

A number of development plans have been prepared in the City which further refine the General Plan. Development plans are required where the Zoning Code designates an area Planned Residential Development (PRD) or Planned Community (PC). These plans provide more detailed design and analysis of projects which may propose mixed land uses, or multiple ownerships, and indicate specific land use location and design. The development plan contains text, exhibits, and diagrams indicating the distribution, location, and intensity of proposed land uses and the necessary public and private public support and infrastructure systems. The development plan also defines the standards and criteria by which development and, where applicable, conservation of land areas in the natural state will proceed. The development plan provides a program of implementation measures and financing necessary to carry out the project. The development plan must be consistent with the General Plan Update.

4. Regional Plans

SCAG: The Southern California Association of Governments (SCAG) is partially responsible for the regional planning in Southern California. SCAG has been preparing long range growth and development plans for the Southern California region since the early 1970's. This program provides a framework for coordinating local and regional decisions regarding future growth and development. An important component of this process is the preparation of growth forecast policies at intervals ranging from three to five years.

The adopted growth forecast policies become the basis for SCAG's functional plans (transportation, housing, air and water) for the region. The population totals and growth distribution are used in planning and future capacity of highways and transit systems, quantity and location of housing, water supply systems, and siting and sizing of sewage treatment systems.

An extremely important step in this process is the preparation by the County of Orange of an "Orange County Preferred" growth forecast, used as the basis for Orange County's component of the SCAG growth forecast policies. In the past, there has been some confusion because of differences in SCAG/Orange County forecasts for the County and some cities within it. A process is now underway to develop the Orange County Preferred forecast with significant input and review by each City. The City of Yorba Linda will insure that the growth commitments reflected in these countywide and regional forecasts are consistent with development policy contained in the General Plan Update.

Air Quality Management Plan (AQMP): The AQMP establishes the local air quality planning process in the Southern California Air Basin, in which Yorba Linda is located. The purpose of the 1991 AQMP is to provide a comprehensive strategy to attain compliance with the state and federal ambient air quality standards by the year 2007. The AQMP consists of three tiers of air pollution control measures to be implemented over the intervening eighteen year period. The 1991 AQMP identifies needed control methods to reduce anticipated emissions and contingency measures that will be considered in the event that the control method strategy fails to meet the expected emission reductions by the year 2007.

Each control measure contained in the AQMP must be formally adopted through the SCAQMD Rules and Regulations process or contained in jurisdictional ordinances influencing the project area. Control measures which have not yet been adopted should be considered as general plan recommendations wherever feasible. Local governments are encouraged to require mitigation from developers of projects which worsen jobs/housing balance within the subregion.

Congestion Management Program (CMP): The CMP responds to State requirements for transportation planning and funding in Orange County which makes State funding from increased gas taxes available only if specific actions enumerated in the legislation were undertaken to reduce congestion on the State Highways and "principle" arterial highways designated by the responsible local agency. A key to this program is the designation of the CMP Highway System which, in Yorba Linda, includes the 91 Freeway and the Imperial Highway Superstreet (Superstreet designation is applied to routes on the County's Master Plan of Arterial Highways which provide major subregional traffic connections). The City of Yorba Linda has taken all required actions to qualify for its participation in the Program and funding distributions.

Countywide Traffic Improvement and Growth Management Program: This program requires each jurisdiction wishing to participate in funding distributions to adopt a Growth Management Element.

5. Guidelines and Specifications for Landscape Development

The Guidelines and Specifications for Landscape Development enables designers and developers to clearly understand the City's intent with respect to landscape design and management. The intent of the guidelines is to establish an acceptable level of quality for approval, as well as to achieve harmony with the natural landscape and bring continuity to the existing developed areas of the City. The Landscape Guidelines are used in the Land Use policy as a tool for the achievement of some aspects of quality, such as Policy 4.3, which calls for implementation of a comprehensive landscape program for major arterials, intersections and City entry points as established by the City's Landscape Manual, and Policy 4.2 which recommends that a high quality community design image is ensured through the City review process.

II. SUMMARY OF LAND USE ISSUES

The following indicates the significant land use issues impacting the City of Yorba Linda and its sphere of influence. These issues have been identified by consultant team and City analyses, based on input from the General Plan Steering Committee and City Council interviews.

1. **Vision:** In recent years, the City has experienced a relatively rapid rate of residential development with limited commercial support. The City has guided its planning efforts in accord with the goal established by the General Plan in 1972 to perpetuate a low density character, and established a "vision" for the intended role and character of the City. The City, over the years, has implemented measures by which development and resources should be managed to achieve this "vision". However, over the years there have been subtle

changes in the character of development, increased traffic and noise, loss of open space, loss of historic resources, and impacts on schools and other resources. Many of these have the potential to impact the City's image and quality of life.

2. **New Development Opportunities:** While the City is extensively developed, there are considerable vacant and underutilized lands on which new development can be accommodated. Many of these, however, are impacted by environmental constraints and sensitivities, lack of economic activity, character of existing uses, and/or adjacent uses.

   The largest concentrations of undeveloped lands for new residential development are along the City's north and northwestern periphery extending into the foothills and hillsides of the Sphere of Influence. These areas may contain environmental habitats and constraints on development, such as steep slopes, brush fire potential, necessity for reclamation of oil operations, landslides, etc. Historically, development has varied in the degree and sensitivity to which it has accounted for these constraints. Most have sited units to maintain the hillside's unique character and resources. Others have extended typical flatland subdivisions into the hillsides, utilizing mass grading, altering natural resources and landform. As development demands continue, of concern will be the extent to which development will be permitted on the City's hillsides, the density of such development, and manner in which it will be integrated with resource sensitivities and development constraints.

   Additionally, there are numerous flatland areas of the City in which new development can occur. Locations along La Palma Avenue contain some undeveloped parcels, as well as the SABA property at the southeastern tip of town. The location of these parcels in close proximity to the 91 Freeway suggests that commercial development of a regional nature, and light industrial uses may be well suited for this area. Land use compatibility and quality design will be important considerations in the build-out of remaining lands in the City.

3. **Infill Development:** New development which occurs as infill or recycling of existing uses could significantly impact the role and character of existing residential neighborhoods, commercial districts, and other activity areas of the City. The tendency often is to replace older uses and buildings with more intensive development, regardless of the value or significance of the area. Of concern is the need to preserve the existing character of a number of residential neighborhoods, the Downtown Historic District, and individual buildings and sites which are of historic significance and valued by the community. Development of infill parcels will need to be sensitive to these resources.

4. **Land Use Pattern:** Yorba Linda's pattern of land uses is characterized by a differentiation in design, infrastructure, and development characteristics between the east and west sides of the City. The portion of Yorba Linda west of Fairmont Boulevard is characterized by residential development which occurred prior to 1975, with inconsistent provision of quality of infrastructure between neighborhoods, coupled with infill projects completed under current development standards. The east side of Yorba Linda is characterized by more

comprehensive infrastructure systems, landscape buffers and greenbelts, community associations and a predominance of well-defined neighborhoods.

5. **Commercial Revitalization:** Most of the City's commercial areas and corridors are automobile related and do not provide or induce pedestrian activity. The absence of pedestrian oriented areas exacerbates traffic problems and resultant air pollution and noise. There is potential to enhance pedestrian activity within the Downtown Historical District and the Community Core area and provide connections to the Nixon Presidential Library and homesite through design.

6. **Commercial Support:** Often, residents must leave the City to satisfy their shopping and service needs. As a consequence, there may be a need to provide for the development of uses of a more regional nature which will provide additional retail, commercial and service opportunities for the community and potential annexation areas. The City will strive to achieve that level of commercial service needed by its residents.

7. **Community Core Focus:** The City's Community Core and Downtown Historic District are characterized by patterns of use and intensities of development which are inconsistent with the intended function of a centralized downtown and which do not adequately provide a central gathering focus of the residential community.

   Historically, Yorba Linda's downtown was the most intensively developed area of the City. As strip commercial corridors and convenience commercial centers within the City and regional commercial centers peripheral to the City developed, the Historic Downtown District began to decline in activity and lose its unique character. New commercial development on the corners of Imperial Highway and Yorba Linda Boulevard, more typical of suburban areas, further eclipsed the Historic Downtown. Other than these newer commercial uses, the area is characterized by low intensity, low activity uses, interspersed with residential dwellings and vacant lots which physically and functionally fail to convey the "sense" of the City's downtown. In addition, the newer commercial uses and the Downtown Historical District are not tied to one another in a discernable manner.

8. **Sub-regional Commercial Opportunities:** The SAVI Ranch area has been developed as an integrated research and development park, containing support retail wholesale and commercial uses, as well as an Auto Mall. It has incorporated buildings of good architectural quality and extensive landscape design, resulting in a distinctive sub-regional center at the periphery of the City. This includes an auto center, the Price Club, and considerable opportunity for similar uses within SAVI Ranch. The encouragement of development of a similar commercial complex of sub-regional nature for the SABA Ranch property will provide job opportunities for residents and improve the economic position of the City. The Riverside (91) Freeway ramp at Coal Canyon will be the access route to the property.

9. **North Orange County Community College Site:** The North Orange County Community College site, currently undeveloped with the exception of a 15 acre "campus", is physically and functionally an independent "island" in the central northern sector of the City. Although a Master Plan has been adopted by the North Orange County Community College District Board, the adopted route of the Bastanchury Road extension conflicts with elements of the land use plan and would require major modifications to it. At this time, areas to the north and west of the site within the City's Sphere of Influence adjacent to the Community College site are in the process of attaining development approvals. Concerns are twofold: the types of uses which might be developed on the college site in the event that the Master Plan for the Community College is not implemented as adopted; and the means to properly integrate the campus and supporting uses with the surrounding community in the event implementation of the Master Plan is executed. As the City continues to grow, it may experience the need for a high school site. The Community College site should be analyzed for its potential as a high school if the Master Plan for the Community College is not implemented.

10. **Affordable Housing:** "Affordable Housing" development in the City is limited and characterized by a range of quality. The majority of affordable housing, primarily of the multi-family type, has been developed as attractive, well landscaped residential "communities" containing a diversity of amenities to support the residents. This type of housing will continue to be necessary to provide for the diverse needs of the residents. The City will strive for the development of affordable housing to meet State mandated requirements and guidelines for affordable housing.

11. **Open Space Linkages:** The City contains many well-developed and well-used neighborhood and community parks. The linkages to, and recreational use of, the natural open space resources which surround the City, including Featherly Regional Park and Chino Hills State Park, are important elements of the open space system. Additional linkages to open space and recreational opportunities are important to provide adequate access to these amenities.

III. GOALS, POLICIES AND ACTIONS

Goal 1: **A mixture of land uses that meet the housing, commercial, educational, industrial, recreational, cultural and social needs of the existing residents and future population growth.**

Discussion A well-balanced community provides a broad range of land uses that are planned in desirable patterns and intensities. By providing for a balanced mixture of land uses, the City can achieve a suitable inventory of housing to meet the needs of

different income groups, a viable commercial and employment base, ample open space and recreational opportunities and adequate public facilities and services.

The City consists predominantly of residential and open space uses. Commercial, industrial and community facility land uses account for a relatively small portion of the total land area. By providing a more balanced mixture of land uses, the City can increase its overall quality of life and economic base.

Policy 1.1 Maintain within the City limits the average 2.8 dwelling unit per base acre low density residential character of the community through General Plan land use designations, and ensure that appropriate residential densities are included in future residential projects. At no time should the City average density exceed 2.8 dwelling units per acre, although individual residential developments may vary in density.

Policy 1.2 Designate the currently undeveloped Shell and Murdock properties in the Sphere of Influence as Area Plans. Permit development at an average density of 1.0 dwelling units per base acre for the Murdock property; permit development of an average density not to exceed 2.8 dwelling units per base acre for the Shell property, supportive of the overall low density character of the Community.

Policy 1.3 Designate land use intensities for a mix of residential unit types and densities which retain the scale and character of existing residential neighborhoods that can be supported by the capacities of existing and planned public services and facilities.

Policy 1.4 Require development to satisfy contemporary, quality community development standards.

Policy 1.5 Designate public parks in the City as Open Space, and establish standards and requirements for the development of a minimum of 4 acres per 1000 population of new parks to provide for the needs of future population growth.

Policy 1.6 Promote the development of the downtown as a focal point for people to gather as a community which recognizes the varied interests of the population of Yorba Linda.

Policy 1.7 Establish standards and allow for the development of specialty commercial uses which capitalize on the City's historical heritage in the Area Plan designation of the Community Core.

Policy 1.8 Allow for the provision of governmental, administrative, health, social, religious and other similar services to meet the needs of existing and future residents; designating lands for the continuation of existing public and quasi-public agencies and establishing standards and guidelines for the development of new facilities.

Policy 1.9 Permit and encourage the development of affordable housing opportunities pursuant to State Guidelines in locations adjacent to supporting services and public transportation provided they are compatible with, and will not adversely impact, the integrity and continuity of other adjacent uses.

Goal 2 — A sufficient number of high quality commercial uses to support the needs of the residents of the City.

Discussion Yorba Linda can increase the amount and mix of commercial and employment generating uses in the City through revitalization of the Community Core and the Historic Downtown area, and new opportunities in SAVI Ranch and SABA Ranch. City residents have vocalized the desire that a mix of retail, commercial and service uses be developed to serve their needs in a local context.

Policy 2.1 Progressively recruit a mix of uses within SAVI Ranch and SABA Ranch that will be beneficial in terms of providing commercial and service uses which are sub-regional in nature, as well as serve local population needs.

Policy 2.2 Work with agencies and interests involved with economic development to attract businesses that will contribute to the City's economic growth.

Policy 2.3 Permit only the development of high quality commercial centers within the City.

Policy 2.4 Allow for the development of region-serving automobile sales facilities in the areas designated as Industrial in the SAVI Ranch.

Policy 2.5 Recognize the importance of revitalizing the old downtown area into a historically oriented and functional business district through more detailed master planning for that area through the Area Plan designation.

Policy 2.6 Ensure that neighborhood-level commercial and retail uses are developed to conveniently serve local residents.

Policy 2.7 Support development of marketing campaigns which encourage residents to shop locally.

Policy 2.8 Cluster commercial and retail uses to minimize visual intrusion and localize traffic impacts.

Policy 2.9 Allow a wide range of commercial uses in the City that will be beneficial in terms of providing commercial services to the residents, generate employment opportunities and revenue, but will not significantly effect existing levels of public services and facilities, or impact adjacent uses.

Goal 3 Compatible relationships between land uses provided in the community.

Discussion Yorba Linda is a suburban community characterized by a variety of topography ranging from flatlands along the Santa Ana River, to steeply sloping hillsides in the vicinity of Telegraph and Carbon Canyons, and the Chino Hills State Park. Historically, the City has considered itself a suburban, family oriented community. The physical perspective is generally characterized by detached, single family homes. Residential and commercial land uses have typically been developed at relatively low levels of intensity. Most of the commercial and business uses in the City are situated within commercial centers, with the exception of the Downtown Historical District, in which commercial and residential uses are randomly mixed. Future residential, commercial and industrial development should be compatible with existing land uses and should reflect high quality design.

Policy 3.1 Consider and mitigate the impacts on surrounding land uses and infrastructure when reviewing proposals for new development.

Policy 3.2 Control the development of industrial and other uses which use, store, produce or transport toxic materials, air emissions, and other pollutants; requiring adequate mitigation measures to be incorporated into design and operation.

Policy 3.3 As new development occurs in oil production areas, mitigate oil operations for compatibility with other types of land uses during phasing out of operations.

Policy 3.4 Provide land use compatibility through appropriate community design and development policies.

Policy 3.5 Allow for the development of sites exclusively for residential development within the Community Core provided that its location will not impact the integrity and continuity of other downtown uses.

Policy 3.6 Designate hillside areas for lower intensity development.

Policy 3.7 Require review by the Police Department in the determination of uses which may be characterized by high levels of noise, nighttime patronage, and safety concerns, providing for the conditioning or control of use to prevent impacts on adjacent residences, schools, religious facilities and similar "sensitive" uses.

Goal 4

High quality urban design that unites the City into a comprehensive entity, provides community gathering areas, and contributes to City pride and identity.

Discussion Yorba Linda desires to have interesting and attractive urban design reflected in its development projects. The City currently has a comprehensive landscape Design Manual to ensure high quality, and water efficient landscaping. The manual includes a comprehensive landscape program for major arterials, intersections and City entry points, which has not yet been implemented on a City-wide scale. Additionally, the City wishes to encourage pedestrian activities and gathering areas and spaces within the Community Core which promote social interaction and greater civic identity.

Policy 4.1 Require that all structures be constructed in accordance with the City's building and other pertinent codes and regulations; including new, adaptive reuse, and renovated buildings.

Policy 4.2 Ensure high quality community design image through the City design review process.

Policy 4.3 Implement the comprehensive landscape program for major arterials, intersections and City entry points as established in the City's Landscape Design Manual.

Policy 4.4 Stimulate improved citywide landscaping through public acceptance of limited area landscape maintenance districts in western areas of the City where landscape improvements and maintenance currently are provided for through the General Fund.

Policy 4.5 Emphasize attractive and functional urban design in new development.

Policy 4.6 Allow for the consideration, through the Area Plan designation, of changes in the permitted use and increases in the development density and residential intensity to accommodate the development of spaces and places

for people to gather as a community in the Community Core area, provided that the uses are:

- Compatible with adjacent uses;
- Contribute economic and social benefits to the City;
- Exhibit a distinctive level of architectural design and site planning merit;
- Incorporate streetscape and other public urban design amenities which contribute a high quality image and benefit the community.

Policy 4.7 Provide pedestrian and visual linkages between commercial, residential and public uses in the Community Core area, with particular emphasis in the Downtown Historic District.

Policy 4.8 Update the City's building and development codes and regulations on a regular basis, as needed, to ensure that they incorporate state-of-the-art standards.

Goal 5 New and existing development supported by adequate public infrastructure.

Discussion Coordination of land use development with the ability to provide adequate streets, sewers, water, utilities, schools, parkland and other public facilities is essential. This is particularly applicable to the new development related to the potential annexation of the Shell and Murdock Properties, as well as the infill opportunities represented by the Area Plan for the Community Core.

Policy 5.1 Implement public infrastructure improvements necessary to serve land uses included in the Land Use Plan (as defined by the Circulation Element).

Policy 5.2 Require that development approvals, General Plan Amendments, Zone Changes, Specific Plan adoptions, and other land use decisions be contingent upon the ability of public infrastructure and public services, including schools, to provide sufficient capacity to accommodate potential demand.

Policy 5.3 Coordinate the timing of the implementation and siting of public infrastructure and public facilities with other related public facilities and development.

Policy 5.4 Support the school district in its efforts to obtain financing and new sources of funding for the rehabilitation and improvement of existing facilities to meet increased need.

Policy 5.5 Promote the development of affordable residential uses which convey a quality design and are compatible with adjacent uses in the community.

Policy 5.6 Encourage the use of public sewer systems in new and infill development rather than septic systems.

Goal 6

Achieve a unified and contiguous City area through voluntary annexation by residents of developed County Islands located in the City's Sphere of Influence.

Discussion There are several Unincorporated County islands located in Yorba Linda. The largest includes a 249 acre County island including the Yorba Linda Country Club, and the 137 acre Fairlynn County island located adjacent to Imperial Highway, near the Anaheim City boundary. Both of these County islands are predominantly built out.

The Yorba Linda Country Club island has been the subject of prior annexation attempts. Annexation procedures were terminated due to strong opposition of residents to potential additional taxes. Some public improvements in the Fairlynn island do not currently meet the development standards of the City. City policies and the sentiment of the community are that the City should not consider annexation of the Fairlynn County island until all of the City's design and infrastructure standards and/or other relevant factors are addressed to the satisfaction of the City. Yorba Linda must determine how to best plan for the annexation and provision of services to these areas should serious interest in annexation develop. In all cases, it is the intent of the General Plan that the City will be open to consideration of potential annexations as long as public facility improvements and/or other relevant factors are on a par with City standards so that the burden of retrofitting substandard infrastructure or the need for other improvements does not fall on current City residents.

Policy 6.1 Work closely with residents and property owners of County islands when conditions are appropriate for consideration of possible annexation to the City in order to clarify the nature and extent of public facility and service improvements required at property owner expense before annexation can occur.

Policy 6.2 Consider annexations of County islands which are a part of Yorba Linda's contiguous developed area, which receive services from the City, which will benefit from provision of services from the City, and are located in the Sphere of Influence, based on voluntary requests by residents of the County islands.

Policy 6.3 Establish as the first priority for annexation the Yorba Linda Country Club unincorporated lands which are wholly surrounded by the City, and which will contribute the valuable golf course amenity to the City's private recreation facilities resources.

Policy 6.4 Require that, prior to any annexation activities involving the Fairlynn County island, improvements which bring the area into conformance with the City's infrastructure standards and other relevant factors are addressed to the satisfaction of the City.

Policy 6.5 Work with adjacent cities and the County to establish uniform and continuous boundaries, avoiding irregular intrusions and projections.

Goal 7 New development opportunities offered by large undeveloped properties located in the sphere of influence.

Discussion Two large, undeveloped parcels of land, located immediately north of the City, are being analyzed for development potential and will eventually request annexation into the City. These properties include the 895 acre Shell Property (of which 20 acres are contained within the City limits), and the 630 acre project which includes 277 acres of the Murdock Property, and involves cooperative development activity among six contiguous landowners.

Policy 7.1 Seek the annexation of Shell, Murdock and other undeveloped properties within the northern sphere of influence based upon development plans that ensure access, infrastructure and land use concepts which are acceptable to the City.

Policy 7.2 Require developers of undeveloped properties to complete improvements for required infrastructure and/or provide funds for required infrastructure (both on-site and related improvements) in accord with City determined service levels.

Policy 7.3 Designate the Shell and Murdock properties for an Area Plan designation and require that a Specific Plan, Planned Community (PC) or Planned Residential Development (PRD) development plan process, or other similar regulatory mechanisms acceptable to the City be prepared to implement the intent of the Area Plans as primarily low density residential communities.

Policy 7.4 Permit development at an average density of 1.0 dwelling units per base acre for the Murdock property; permit development at an average density not to exceed the City's target density of 2.8 dwelling units per base acre for the Shell property.

Goal 8

Low density residential development in the hillside areas which protects the unique natural and topographic character.

Discussion Protection of the hillside areas is obtained by insuring that development minimizes soil erosion, slide damage, flood problems, severe alteration of natural landform, or scarring. It is the intent to encourage a sensitive form of development while still allowing for residential uses which complement the natural and visual character of the City and its hillsides.

Policy 8.1 Target lower densities to hillside areas with yield based on slope severity and stability, topographic conditions, and natural resource protection and other environmental conditions.

Policy 8.2 Reduce the total yield of development if grading, habitat preservation, slope stabilization, drainage, etc. standards cannot be met.

Policy 8.3 Uphold current development standards for determination of yield and regulation of quality within hillside areas.

Goal 9

Preservation and enhancement of the natural setting of the City.

Discussion A considerable amount of Yorba Linda is devoted to open space, including natural, improved, private and public recreation and open space areas. It is the significant amount of open space in Yorba Linda that establishes the open space character of the City. Residents desire to maintain and preserve the high quality open space areas in Yorba Linda.

Policy 9.1 Preserve sensitive open space areas within the City.

Policy 9.2 Protect the scenic and visual qualities of hillside areas and ridgelines.

Policy 9.3 Ensure that land uses within designated and proposed scenic corridors are compatible with scenic enhancement and preservation.

Goal 10

Provision of adequate school facilities according to the standards of the School District.

Discussion Increased development activity in the City of Yorba Linda will cause enrollment increases and additional pressures on existing school facilities within the school district, and may impact the facilities of adjacent school districts. To prepare for these increases and identify funding sources, the City must support its commitment

to quality education through coordination with all appropriate participants during the planning process.

Policy 10.1 Facilitate coordination between the School District and the developer to ensure that school facilities are adequately sized, located and funded to serve the present and projected needs of the area according to the standards of the School District.

Policy 10.2 Require that any new development contribute its fair share toward the costs of expanding, upgrading or providing school facilities to serve the population generated by the development, or provide the required facilities as a condition of approval.

Policy 10.3 Work closely with the School District in identifying and pursuing new sources of adequate funding for the rehabilitation, improvement, expansion and construction of existing and future school facilities that will benefit students of the City.

Policy 10.4 Require General Plan amendments and the specific plan or development plan process to identify and establish the impact upon school facilities.

Policy 10.5 Coordinate the planning and siting of schools with the Parks and Recreation Department and other public facility providers in the City at an early stage in the planning and approval process.

Policy 10.6 Recognizing the independent fiscal and operational authority of school districts regarding service boundaries, resource allocations and related considerations, seek the reconciliation of district boundaries so that, to the maximum extent possible, students within the City are served by a single school district.

Policy 10.7 Promote the concept of the existence of a high school within the corporate boundaries of the City of Yorba Linda.

IV. IMPLEMENTATION PROGRAMS

A. Revise the Zoning Code

The principal method by which a City implements General Plan land use policy is the Zoning Code. Policies and standards which prescribe the types of uses permitted, their density/intensity, and development characteristics (design, property setbacks, height, etc.) are codified as precise requirements in the ordinance. On adoption of the updated General Plan, it is recommended that the City of Yorba Linda Zoning Code be modified to be consistent with the Plan's policies and Area Plan recommendations.

1. The Zoning Map will require some revision to reflect the Land Use Plan Map.

2. Development standards for some land use zones will require revision to reflect the policies and standards contained in the Plan. These include:

    - Establishment of maximum floor area ratios (FARs) to control development intensity of commercial and industrial sites.

    - Review and reconciliation of permitted residential densities and lot areas.

    - Review and reconciliation of property and vertical setbacks for land use compatibility within the Community Core Area Plan.

    - Review and establish requirements for buffers between differing uses.

    - Establishment of standards to enhance the pedestrian character of streets in the Community Core; including the types of use, architectural design, and siting of structures.

    - Establishment of design standards for the introduction of new structures within the Community Core which preserves the scale and character of the significant historical structures.

    - Provide for flexibility of design and development standards for multi-family and "affordable" residential uses.

3. Standards and requirements for bonus densities for "affordable" housing shall be established.

4. Standards and requirements for development in hillside areas shall be established, considering, at a minimum, topography, grading, drainage, vegetation, habitat preservation and maintenance, ridgeline preservation, fire protection, seismic risks and landslides, architectural design, and access.

5. Requirements shall be reviewed and upgraded, as necessary, for development to link to and provide public infrastructure.

6. Standards and requirements for Planned Residential Developments (PRD) and Planned Communities (PC) shall be reviewed and revised to reflect the site development policies contained in the General Plan.

B. Building Code

The City shall continue the Building Code as the set of rules and regulations by which new construction, adaptive reuse, and renovation shall occur. The Code shall be updated, as necessary, to reflect pertinent changes in the UBC and legislation.

C. Specific Plans, Master Plans, PC and PRD Zoning Mechanisms

State law (Government Code Section 63450) authorizes cities to adopt specific plans for implementing their General Plans in designated areas. PC and PRD Zoning mechanisms are tools utilized in the implementation of the General Plan. They are intended to provide more finite specification of the types of uses to be permitted, development standards (setbacks, heights, landscape, architecture, etc.), and circulation and infrastructure improvements. They are most often used to ensure that multiple property owners, as in the case of the Murdock Property, and single owners of large property expanses adhere to a common development plan. Specific Plans and PC/PRD Development Plan projects are initiated by the City or developers of large scale projects. To implement the land use policy specific plans, PC and PRD Zoning, and master plans should be considered for the following applications:

1. Provide a mechanism for large scale multiple parcel or single ownership development projects within the densities prescribed by land use policy, whose objective is to achieve a special purpose or character. Such includes the Area Plan designations applied to the Community Core, the City Hall/Community Center, the Shell Property, and the Murdock Property.

2. Provide a mechanism for the consideration of variation from the baseline permitted uses, densities/intensities, and development standards for the Community Core.

3. Provide a mechanism for the consolidation of adjoining commercially and residentially zoned parcels into a single site wherein commercial and residential buildings are located in a unified development project, without regard to the designated commercial/residential boundary in the Community Core.

D. Development Agreements

Development agreements are authorized by State law to enable a city to enter into a binding contract with a developer which assures the city as to the type, character, and quality of development and additional "benefits" which may be contributed, and assures the developer that the necessary development permits will be issued regardless of changes in regulations.

This ensures that a developer of a multi-phased project who has based project financing and infrastructure improvements on conditions negotiated with the City would not be affected by subsequent, more restrictive regulations on density and development potential. This, in turn, enables the City to negotiate additional contributions from the developer. This is a technique that may be used as an implementation measure of the zoning for the Shell and Murdock properties.

E. Development Review

New development and modifications to existing structures shall be subject to review according to their adherence with City standards and regulations, General Plan policy, and conditions attached to Development Permit issuance. Projects occurring within Area Plan designations, and other projects which are not consistent with zoning, shall be subject to review by the Planning Commission and formal public hearings. In revising the Zoning Ordinance for this Plan, the City should re-evaluate the regulations and standards established for the proposed development projects. As necessary, the thresholds may require revision to reflect the potential impacts of the project based on type of use, size, location, trips generated, infrastructure demands, or other appropriate criteria.

F. Traffic Impact Review

As a component of the environmental review process, or separately, the City shall require an analysis defining the traffic impacts and mitigation measures for new development and adaptive reuse projects. A threshold (i.e., number of trips generated) should be established above which such analyses should be required.

G. Architectural Design Review

The goals and policies contained in the Land Use Element call for a high level of architectural and site design performance in the City of Yorba Linda. To this end, it is recommended that City staff meet with development applicants and work with them in the interpretation of design goals and policies. This will enable the City to be pro-active in design, prior to review by the Planning Commission and City Council.

H. General Plan Monitoring and Update

Review all General Plan elements at least at five year intervals and update them as appropriate. This should include:

1. Update of baseline data, analyses, and issues to account for current conditions;

2. Evaluation of policies and programs contained in this Plan according to their effectiveness in achieving the Plan's goals and policies;

3. Revision of the policies and programs to increase their effectiveness and account for current issues.

I. Redevelopment

California, through the Community Redevelopment Law (Health and Safety Code Sections 33000 et. sec.) authorizes a city to undertake redevelopment projects to revitalize blighted areas. An adopted plan provides additional tools to a city to effectuate productive change. These include the use of tax increment, property acquisition, consolidation of small parcels, joint public-private partnerships, clearance of land and resale to developers, and relocation of tenants. Twenty percent of the tax increment, in most cases, is to be used to increase and improve the community's supply of "affordable" housing.

Redevelopment Plans may be adopted with respect to areas in which the conditions of physical or economic decline predominate. Yorba Linda has two active redevelopment areas.

J. Rehabilitation/Renovation Incentives

The City shall continue and expand programs of low interest loans and grants for the renovation, rehabilitation, and/or adaptive reuse of existing residential and commercial structures. The City will need to establish renovation and rehabilitation technique guidelines to ensure compatibility of development in the Historic Downtown subsection of the Community Core Area Plan.

K. Urban Design Improvements for Public Spaces

The City will continue to implement the Landscape Design Manual, define a key funding program, and implement public open space improvements for key activity areas and entry points to the City, as defined by land use policy. This will include street trees and landscape, street furniture, lighting, signage, sidewalk and crosswalk treatment, and other pedestrian oriented amenities. Locations for which plans should be prepared and improvements implemented include:

1. Community Core Area Plan

2. Entries to City from Imperial Highway and major arterials

3. SAVI Ranch

4. Commercial area along Imperial Highway in the vicinity of Bastanchury Road and Valley View

5. Major arterial roadways as identified in the Landscape Design Manual

L. Code Enforcement

Codes and ordinances of the City of Yorba Linda which implement the Land Use Element shall be enforced.

M. Inter-Agency Coordination

Land use development in the City of Yorba Linda impacts and is impacted by the actions of adjacent municipal jurisdictions (City of Brea, City of Anaheim, City of Placentia, County of Riverside, County of San Bernardino), utility districts, school districts, service providers, and other government agencies (CALTRANS, North Orange County Community College District, State Parks and Recreation Department, etc.). As a consequence, it is essential that the actions of each jurisdiction which impact one another be closely coordinated. Agreements and procedures for coordination need to be continued or established where they do not exist. Key concerns which should be addressed by inter-agency coordination include:

1. Land use compatibility on the City's periphery and interface of streets and traffic with the Cities of Brea, Placentia, Anaheim, County of Orange, and the State of California Parks and Recreation Department.

2. Compatibility of land use and traffic with the North Orange County Community College District.

3. Provision of adequate school capacity and location of school sites with local school districts.

4. Linkage with and capacity of public infrastructure with the appropriate service agencies.

5. Use of the "Lakebed" in coordination with the Orange County Flood Control District.

6. Regional housing with the Southern California Association of Governments (SCAG).

7. Maintenance of significant natural habitats with the State Department of Fish and Game.

8. Mitigation of seismic risks, with the State Division of Mines and Geology.

9. Mitigation of fire hazards with the local fire department, the County of Orange, and the State of California Parks and Recreation Department.

10. Regional transportation and air quality, with the California Department of Transportation, SCAG, and the South Coast Air Quality Management District.

11. Growth Management Areas (GMA) in areas 1 and 4 in connection with Measure M Growth Management Ordinance.

N. Annexation

The City shall pursue the annexation of lands in the sphere of influence for which it provides services and areas which are logical, contiguous extensions of the City's pattern of development. City staff should work closely with residents and property owners of these areas to ensure that their needs, issues, and objectives are met by the annexation. The developed areas of Yorba Linda Country Club Island and Fairlynn County Island must satisfy City standards for infrastructure, circulation right-of-way, and safety and other relevant factors prior to consideration for annexation. The City should not seek nor avoid such annexations if conditions are met.

V. LAND USE PLAN

A. City Profile

1. History

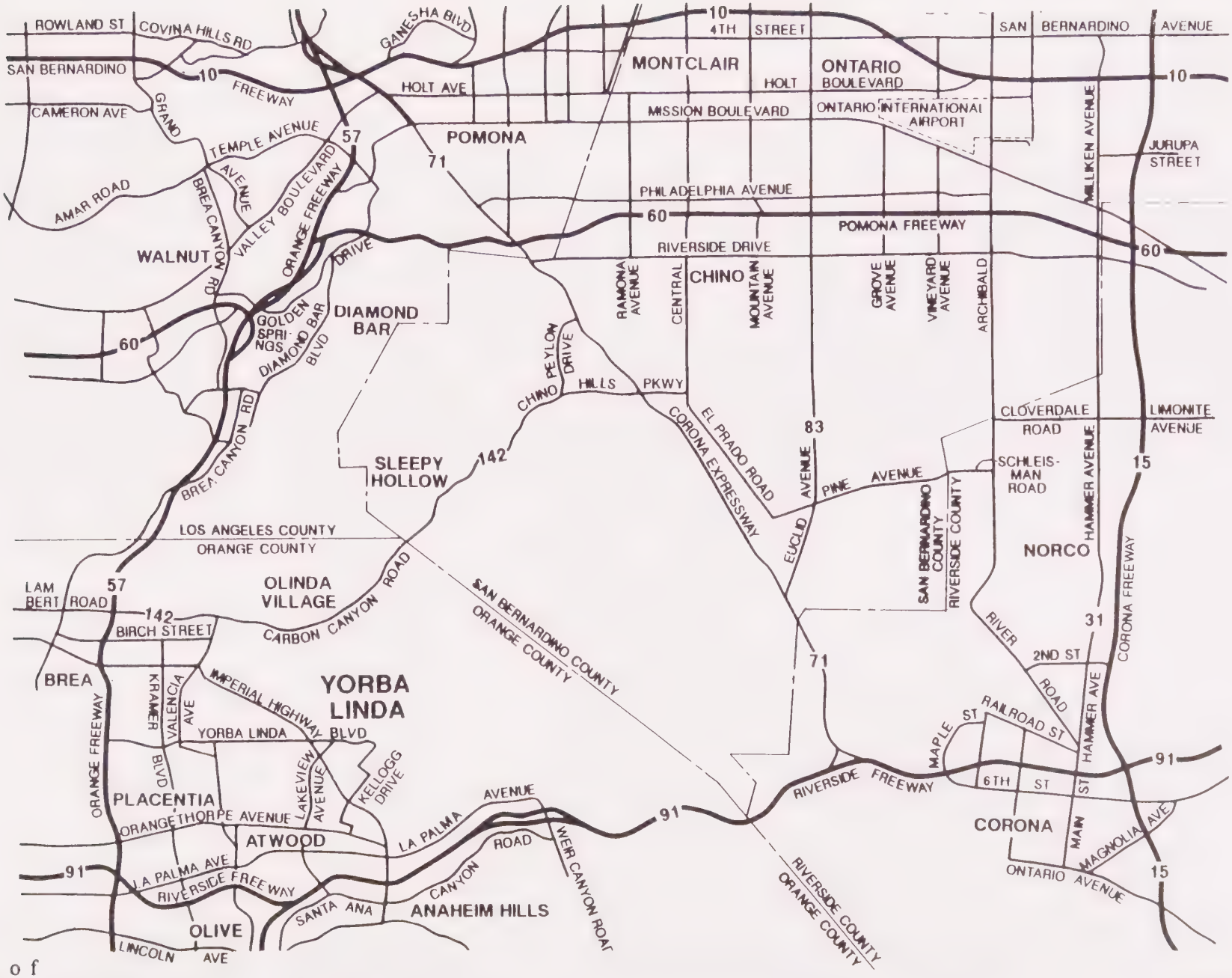
Yorba Linda is part of the original Rancho Santa Ana granted to Jose Antonio Yorba in 1809. In 1888 a town called Carlton was established northwesterly of the existing downtown area, but did not succeed. The Janss Investment company filed a subdivision map in 1908 which officially initiated the town of Yorba Linda. Orange and lemon groves were planted in the early 1900's and became the primary crop. A reservoir was constructed to store water produced from local wells. By 1912 the community had a school, post office, phone service and electricity.

The City of Yorba Linda was incorporated October 30, 1967. In 1962 the County of Orange Planning Department prepared a General Plan for the Yorba Linda area. The areas contained in the newly incorporated City and the County Plan coincided with each other, for the most part, although the County Plan extended northerly to Carbon Canyon. Upon incorporation, the City of Yorba Linda decided that a new General Plan was a high priority need in light of the rapid transition being experienced as urbanization occurred. The overall objective of the 1971 General Plan was to set forth development policies of the City of Yorba Linda, and in addition to the text, present maps and diagrams stating community objectives, principles, standards and plan proposals. The policies of the City reflected in the General Plan indicate that Yorba Linda was then, and will continue to be a suburban, low density community. An overall density of 2.8 dwelling units per base acre was established as the density goal. A base acre includes only the dwelling unit lots and the streets, other easements and the open space which directly serves the residents of the base acre. This density goal, and its definition, continues to be enforced today.

2. Planning Area

The planning area of the City of Yorba Linda contains 14,608 acres and encompasses the incorporated City of Yorba Linda, and portions of the County of Orange. Adjacent cities include the City of Brea, the City of Placentia, and the City of Anaheim. The incorporated City area consists of 11,788 acres, the two Unincorporated county islands within the City's boundaries contribute 392 acres to the planning area, and the Sphere of Influence area, largely undeveloped, constitutes 2428 acres of the total planning area.

REGIONAL LOCATION MAP



The City of

YORBA LINDA

NOT TO SCALE

THE PLANNING CENTER

Exhibit LU-1

The City of Yorba Linda is located in the northeasterly portion of Orange County. Yorba Linda is accessible to all parts of the Los Angeles Metropolitan Area by freeways. The City is bounded on the north by Unincorporated County land and the City of Brea, San Bernardino County and Riverside County on the east, the City of Anaheim and unincorporated county land on the south, and the City of Placentia on the west. The regional location is depicted on Exhibit LU-1.

The City is characterized by a variety of topography ranging from almost level flood plains along the Santa Ana River to steep rugged hill country in the vicinity of Telegraph and Carbon Canyons. The original downtown area is located north of the junction of Imperial Highway and Yorba Linda Boulevard. The historical downtown area, and surrounding commercial development forms the community core. A second primarily commercial area is located northwest of the community core along Imperial Highway. Scattered neighborhood commercial sites serve planned residential areas throughout the City, primarily along Yorba Linda Boulevard. The southeastern portion of the City accommodates commercial/industrial uses. SAVI Ranch forms a major commercial - office node located off of Weir Canyon Road. Residential uses have generally developed outward from the historic town center with densities typically decreasing toward the foothills. The highest residential densities are found primarily in planned residential developments scattered throughout the central and southwestern portion of the City, west of, and adjacent to, Fairmont Boulevard. A few higher density residential areas are located in the western portion of the City in the vicinity of the City's boundary with the City of Placentia.

3. Existing Land Use

The City and its sphere of influence (i.e. "planning area") contain 22.8 square miles, or 14,608 acres. Approximately 80.7% of the total acreage is located in the City while 2.7% is developed County island, with the remaining 16.6% of the total planning area consisting of Unincorporated County of Orange lands. Table LU-1 indicates the existing land uses in the planning area, which are depicted in Exhibit LU-2.

Although the City's existing General Plan applies designations for all lands within the City and Sphere of Influence, the actual land uses within the City may not reflect the designations of the General Plan within the City. For ease of comparison, land use categories presented in Table LU-1: Existing Land Use will be generally comparable to the land uses represented by the Preferred General Plan Land Use Plan (Table LU-2). Two additional categories - "Vacant" and "Agriculture/Residential/Other" are presented in Table LU-1: Existing Land Use, to reflect current conditions. Existing land uses are summarized as follows:

Residential

Residential uses currently account for 43.2 percent of the planning area. These uses are dispersed throughout the City, with the majority of planned residential development subdivisions located to the east of Fairmont Avenue. The residential mix is comprised of a variety of lot sizes. The largest concentrations of units fall into the Medium Low, Medium, and Medium High land use designations, with average densities ranging from 1.8 dwelling units per acre to 4.0 dwelling units per acre. Lower densities are prevalent in the central portion of the City adjacent to Imperial Highway south of Yorba Linda Boulevard, and in the northern portions of the City in proximity to the foothills. Higher residential densities are established along the western perimeter adjacent to the City of Placentia as well as some older subdivisions, including a mobilehome park, are located north of Bastanchury Road. Higher residential densities are also clustered in the vicinity of the community core, adjacent to Hurless Barton Park, and adjoining the commercial area at the intersection of Richfield Road and Yorba Linda Boulevard. East of Fairmont Avenue a few planned residential neighborhood housing tracts of higher density residential uses are distributed within the Eastlake Village subdivision, along Esperanza Boulevard, within the Travis Ranch subdivision, and adjacent to the Fairlynn County island along the southern boundary of the City.

Agriculture/Residential/Other

A total of 425 acres of land designated by the existing General Plan primarily as low density residential uses are categorized under existing land use as Agriculture/Residential/Other, which describes a single residence or structure on a large parcel of land, of which portions are used for agriculture or are unimproved. These areas do not reflect typical subdivision practices and may exhibit older metes and bounds land division practices. This designation is included within the residential land use subtotal.

Vacant

Approximately 19.5 percent of the existing land use is categorized as Vacant. This includes property for which land use designations have been stipulated as residential, commercial and industrial, but are currently undeveloped. In many cases development permits have been approved and the sites have already been graded, but the dwelling units have not yet been constructed in part or in total. Other parcels designated as Vacant also represent commercial and industrial properties which may not yet have development permit approvals, particularly in the SAVI Ranch area. The Vacant category is used to differentiate between undeveloped property which is designated for Open Space uses.

Open Space

Open Space is predominantly used for: public parks and recreation facilities; privately owned recreation facilities and slope, landscape and greenbelt areas; and conservation areas, which include flood control areas. Other open space areas reflected in the Existing Land Use analysis include the golf course in the Yorba Linda Country Club County island, the El Cajon Trail, some greenbelt areas within private residential developments, the Yorba Linda Lakebed, and undisturbed lands in the northern sphere of influence. Open space accounts for 30.8 percent of the total planning area.

Commercial

Commercial uses encompass neighborhood and general community retail and service establishments, as well as administrative and professional offices and retail uses of a more regional nature. Commercial uses comprise approximately 1.9 percent of the total planning area. Commercial development east of Fairmont Avenue predominantly gain access from Yorba Linda Boulevard and La Palma Avenue, and generally consist of neighborhood and office commercial uses. South of, and adjacent to La Palma Avenue in the southeastern portion of the City, is the SAVI Ranch development, comprised of a large concentration of retail, commercial support, and industrial office park type developments.

The majority of commercial development west of Fairmont Avenue is located along Imperial Highway north of the intersection at Yorba Linda Boulevard and clustered in the vicinity north of the intersection of Bastanchury Road and Imperial Highway. A smaller commercial node exists at the intersection of Richfield road and Yorba Linda Boulevard.

Light Industrial/Business Park

Industrial uses include uses such as business park developments, warehousing and storage, light manufacturing, research and development, and other similar activities. This land currently accounts for approximately 1.2 percent of the total planning area. Industrial uses are concentrated primarily in the southeast portion of the City in the SAVI Ranch and along La Palma Avenue, consisting largely of R&D office park developments. A second smaller industrial area, the Yorba Linda Commerce Center, is located at Imperial Highway and Prospect Avenue.

Table LU-1
Existing Land Use

	Incorporated City Acres	DU's[2]	County Island Acres	DU's[3]	Sphere of Influence Acres[1]	DU's[2]	Total Acreage	Total DU's[2]
Low Density Residential	297.2	297	--		--	--	297.2	297
Medium Low Density Residential	1,680.5	2,875	68.9	90	.2	--	1,749.6	2,965
Medium Density Residential	1,741.3	4,905	70.7	289	7.6	23	1,819.6	5,217
Medium High Residential	1,408.0	4,578	54.7	57			1,462.7	4,635
High Density Residential	487.5	3,656	68.9	587			556.4	4,243
Agriculture/Residential/Other	425.3	361					425.3	361
RESIDENTIAL SUBTOTAL	6,039.8	16,672	263.2	1,023	7.8	23	6,310.8	17,718
General Commercial	230.6		--		--		230.6	
Office Commercial	24.2		--		--		24.2	
Neighborhood Commercial	18.4		8.6				24.6	
Light Industrial/Business Park	169.5		--		--		169.5	
General Open Space	2,984.4[4]		109.3		1,417.1		4,510.8	
Vacant	1,851.7		1.0		1,002.5		2,855.2	
NON-RESIDENTIAL SUBTOTAL	5,278.8		118.9		2,419.6		7,817.3	
MAJOR ARTERIALS	469.4		9.8		.6		479.8	
TOTAL	**11,788**	**16,672**	**392**	**1,023**	**2,428**	**23**	**14,608**	**17,718**

1 Includes properties north of the City limits, including the Shell and Murdock opportunity areas, and various small parcels along the western boundary of the City
2 Based on actual dwelling unit counts by the 1990 Census with building permit updates
3 Actual counts of dwelling units.
4 Open space includes some slope and greenbelt acreage within private residential developments, as well as the El Cajon Trail
5 Vacant includes lands on which residential, commercial or industrial designations have been assigned but which have not yet been developed. This is to differentiate undeveloped lands from open space.

EXISTING LAND USE

RESIDENTIAL
- LOW
- MEDIUM LOW
- MEDIUM
- MEDIUM HIGH
- HIGH

OPEN SPACE
- GENERAL

COMMERCIAL
- GENERAL
- OFFICE
- NEIGHBORHOOD

INDUSTRIAL
- MANUFACTURING

OTHER
- VACANT
- AG/RESIDENTIAL/ OTHER



The City of

YORBA LINDA

Note: Existing Land Use Exhibit reflects status of City in 1991. Present conditions may vary.

SCALE 1" = 3000'

THE PLANNING CENTER
GEOGRAPHIC INFORMATION SYSTEMS
1300 DOVE STREET, SUITE ONE HUNDRED
NEWPORT BEACH, CA 92660 (714) 851 9444

Exhibit LU-2

B. Alternatives and the Preferred Concept

The Preferred Land Use Alternative was generated from the existing General Plan land use designation distribution, with specific direction recommended for eleven Special Opportunity Areas identified throughout the City. The definition of an Opportunity Area is as follows: "A portion of the community in which change is either likely and requires guidance, or in which change is desired and needs stimulation." An Opportunity Area may consist of an important piece of vacant property, a neighborhood which needs attention, or a defined segment of the community involving a variety of properties, uses and conditions. The purpose of focusing on Opportunity Areas is because, in the aggregate, they will probably account for the bulk of community attention and resources over time. While the rest of the community (much of it as a mature suburban development) will probably remain essentially unchanged, certain areas represent the potential to either improve or deteriorate significantly. The thrust of the General Plan policy should be to cause these potentials to be as advantageous to the community as possible.

Three options for each Opportunity Area were prepared, analyzed and evaluated. The Opportunity Areas were presented to the General Plan Steering Committee on August 15, 1991. Opportunity Areas were revisited as the subject of the September 30 and November 4, 1991 Steering Committee meetings. Each Opportunity Area was described textually in terms of location, setting, access and existing land use categories. Descriptions of the Opportunity Areas are found in the Appendix of this document. The locations of the Opportunity Areas are presented in Exhibit LU-3. Maps of each Opportunity Area identifying the parcels which comprised the Opportunity Area, as well as locating them in a local context, were included in the Alternatives package. Three intensities of land use alternatives for each Opportunity Area were analyzed. The alternative scenarios included:

- **Low Intensity Alternative** - Status Quo. Implies that the status quo is acceptable and that changes will not be acceptable to the community.

- **Medium Intensity Alternative** - Enhanced Development. Requires General Plan revisions and related zone changes, careful planning, commitment to pro-active change, and increases in City funding.

- **High Intensity Alternative** - High Intensity Activity/Active Development. This option requires the most vision and the greatest commitment of resources and intensification of development opportunities.

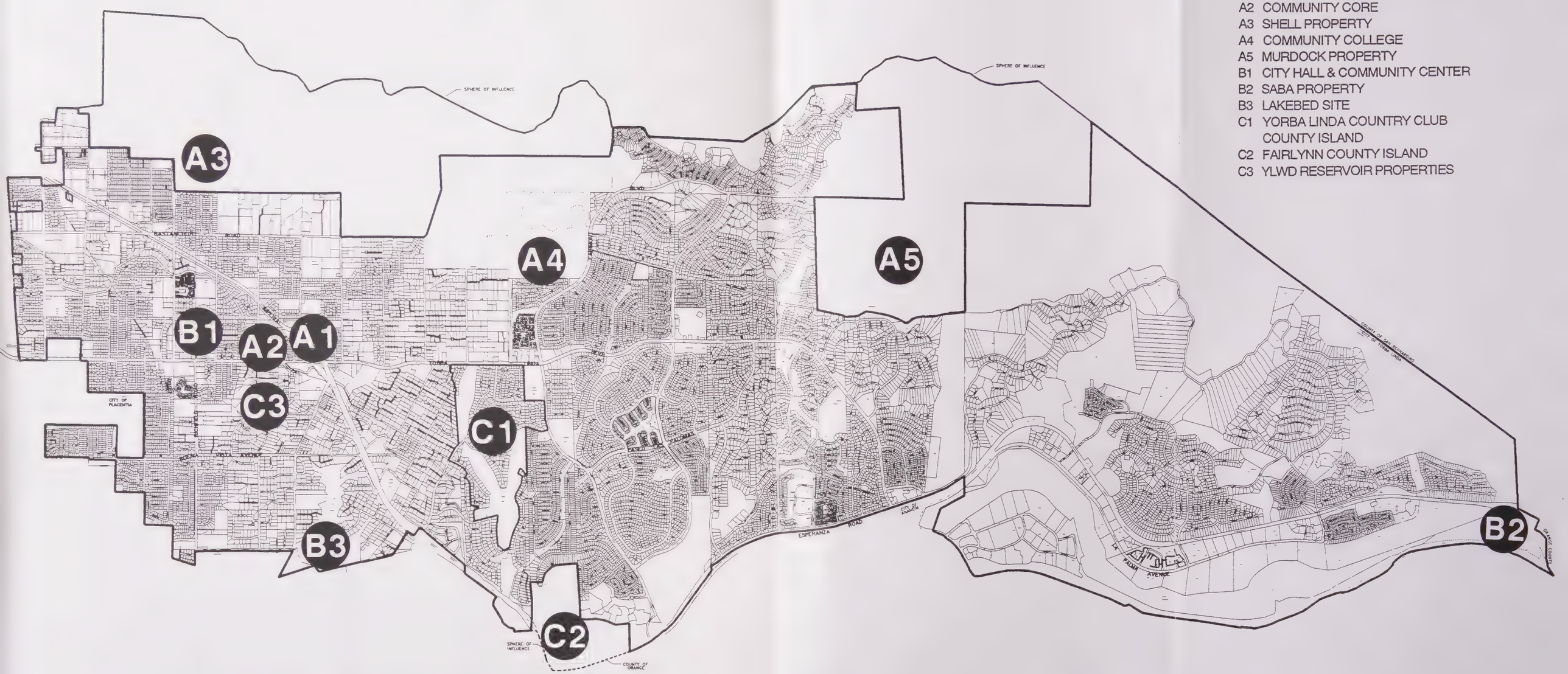
In November 1991, a Preferred Land Use Alternative was derived. Input and recommendations from the Steering Committee, City Staff, contracted consultants to the City, and the General Plan Update consulting team were contributory to the

generation of the Preferred Plan. The options suited to the future "vision" of Yorba Linda were considered as a package so their cumulative impact could be clearly understood. The preferred alternative is a composite of the direction received from the Steering Committee discussions, the City staff comments and recommendations, the draft conceptual planning analysis conducted by consultants to the City which apply to particular Opportunity Areas, and internal analysis have been used to shape the preferred alternative. A number of Opportunity Areas were determined not to require special treatment, and would be addressed through General Plan land use policies. Other Opportunity Areas merited more specific direction and were assigned an Area Plan designation. Implementation measures are the tools which give direction to the achievement of the potential within each Opportunity Area.

The preferred alternative for Yorba Linda represents a medium intensity development scenario which supports a degree of change between the low (least amount of change from existing conditions) and the high (greatest amount of change in relation to existing conditions) intensity alternative options, and is generally associated with moderate, yet clearly distinct differences from existing conditions. The preferred alternative covers a fairly broad range of possibilities and may be subject to several variations within each Opportunity Area. The preferred alternative, as a medium intensity concept, it is not consistently positioned between the high and low options. The options within the medium intensity concept presented a mix of both the lower and higher intensity of the scale.

OPPORTUNITY AREAS

A1 DOWNTOWN HISTORICAL DISTRICT
A2 COMMUNITY CORE
A3 SHELL PROPERTY
A4 COMMUNITY COLLEGE
A5 MURDOCK PROPERTY
B1 CITY HALL & COMMUNITY CENTER
B2 SABA PROPERTY
B3 LAKEBED SITE
C1 YORBA LINDA COUNTRY CLUB COUNTY ISLAND
C2 FAIRLYNN COUNTY ISLAND
C3 YLWD RESERVOIR PROPERTIES



The City of

YORBA LINDA

SCALE 1" = 3000'

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Exhibit LU-3

Table LU-2
General Plan Land Use

Conventional Land Use Designations[4]	Incorporated City Total Acres	DU's[1]	DU/AC[2]	County Island Total Acres	DU's[1]	DU/AC[2]	Sphere of Influence Total Acres[3]	DU's[1]	DU/AC[2]	Total Acreage	DU's[1]	DU/AC[2]
Low Density	750.5	676	.9							750.5	676	.9
Medium Low Density	2,562.8	3,970	1.5	69.8	90	1.3	--	--		2,632.6	4,060	1.5
Medium Density	2,123.9	5,206	2.5	70.7	289	4.0	7.6	23	3.0	2,202.2	5,518	2.5
Medium High	1,559.4	5,061	3.2	54.7	57	1.0	--	--		1,614.1	5,118	3.2
High Density	616.1	4,658	7.6	66.7	587	8.8	--	--		682.8	5,245	7.7
RESIDENTIAL SUBTOTAL	**7,612.7**	**19,571**	**2.7**	**261.9**	**1,023**	**3.9**	**7.6**	**23**	**1.3**	**7,882.2**	**20,617**	**2.7**
General Commercial	209.1									209.1		
Office Commercial	24.4									24.4		
Neighborhood Commercial	39.6			8.6						48.2		
Light Industrial/Business Park	288.3									288.3		
Open Space[5]	2,920.6			111.5			1,001.8			4,033.9		
NON-RESIDENTIAL SUBTOTAL	**3,481.7**			**120.1**			**1,001.8**			**4,603.9**		
AREA PLANS[6]	**3,482.0**											
Community Core Commercial[7]	106.2									141.6	635	4.4
Community Core Residential	35.4	635	4.4									
Shell Property[8]	20	56	2.8				875	2,282	2.6	895	2,338	2.6
Murdock Properties[9]	--	--		--	--		543	536	1.0	543	536	1.0
City Hall/Community Center	54.2	--		--	--		--	--	--	54.2	--	--
SUBTOTAL AREA PLANS	**215.8**	**691**	**3.2**				**1,418**	**2,818**	**1.9**	**1,633.8**	**3,509**	**2.1**
ARTERIAL HIGHWAYS	477.8			9.8			.6			488.2		
T O T A L	**11,788**	**20,262**	**2.7**	**392**	**1,023**	**3.9**	**2,428**	**2,841**	**1.9**	**14,608**	**24,126**	**2.6**

NOTES TO PREFERRED GENERAL PLAN LAND USE TABLE

[1] The maximum number of dwelling units allowed by the General Plan

[2] Dwelling units per acre of land. Maximum dwelling unit potential within each residential land use category is computed by first calculating "Modified Base Acres," a variation on the Base Acre concept historically used by the City. Modified base acres consist of the total acres less land area to be devoted to: 1) collector streets; 2) designated trails; 3) required public parks; and 4) an estimate of acreage required for ancillary uses to serve residential development (utilities; public buildings; schools; etc.).

[3] Includes properties north of the current City limits within Area Plan Designations, including the Shell and Murdock opportunity areas, as well as small scattered parcels along the west boundary of the City.

[4] Conventional land use designations show an intended use and, where appropriate, maximum residential density on the land use map. Those designations are included in this part of the Land Use Statistical Summary. Area Plans, accounted for below, do not reflect land use designations, but do contain policy limitations on proposed uses.

[5] Land designated as permanent open space has historically been accounted for by the City partially as open space and partially as a portion of residentially designated land. It is impossible to clearly distinguish this allocation for each land use category, but for purposes of establishing an overall target density, the City has traditionally combined open space and residential acreages in previously undeveloped areas. As the majority of land has been developed in the City, the uses devoted to open space have been calculated as such. Individual parksites within residential developments have been included in the open space total. School facilities used for recreational purposes are included within the residential total and acreage used for recreational purposes are not represented as open space.

[6] Area Plans provide unique policy guidance tailored to a particular geographic area. Dwelling unit calculations for Area Plans are customized to reflect the particular conditions for each area. For presently undeveloped areas, the City's current General Plan target density of 2.8 DU/AC shall not be exceeded.

[7] The Community Core consists of 35.4 acres of residential use and 106.2 acres of commercial use. Residential units in the three subareas are calculated as follows:

1. The 24 acre Historical Downtown area allows 15 DU/AC on up to 40% of the land area, for a maximum yield of 150 units.
2. The 108 acre Community Commercial area allows 15 DU/AC on up to 15% of the land area in addition to the 198 existing senior citizen units, for a maximum yield of 441 dwelling units.
3. The 9.6 acre Core Residential area allows for continued use of the 38 existing units plus 6 additional units on vacant parcels for a total of 44 dwelling units.

[8] Maximum dwelling unit potential is calculated using the City's maximum target density of 2.8 DU/AC. The Shell Property Specific Plan may also propose approximately 10 acres of neighborhood commercial uses and up to 4 acres of office/commercial. This acreage is not separated from the Shell Property Area Plan total at this time.

[9] Maximum dwelling unit potential is calculated at the target density of 1.0 DU/AC.

C. Summary of Land Use Changes

The Land Use Plan will modify the land uses in the City at buildout from existing land uses. Table LU-3 presents the amount and percent difference in land uses from existing to General Plan buildout within the entire planning area.

Table LU-3
Estimated General Plan Buildout
Change From Existing Use[1]

Use	Acres of Change	Buildout Dwelling Units	Buildout Square Footage[5]
Low Density Residential	453.3	379	
Medium Low Density Residential	882.3	1,095	
Medium Density Residential	382.6	301	
Medium High Density Residential	150.4	483	
High Density Residential	126.4	1,002	
Agriculture/Residential/Other	<425.1>	<361>	
RESIDENTIAL SUBTOTAL	**1,570.0**	**2,899**	
General Commercial	<21.5>[2]		<199,015>
Office Commercial	.2		2,592
Neighborhood Commercial	23.6		218,453
Light Industrial/Business Park	118.8		1,759,476
Open Space	<564.2>		
NON-RESIDENTIAL SUBTOTAL	**<443.1>**		**1,781,506**
AREA PLAN			
Community Core Commercial	106.2		983,040
Community Core Residential	35.4	635	
Shell Property	895	2,338	144,401[3]
Murdock Property	543	536	
City Hall/Community Center	54.2[4]		
AREA PLAN SUBTOTAL	**1,633.8**	**3,509**	**1,127,441**
TOTAL		**6,408**	**2,857,111**

1 Includes City, County Islands and Sphere of Influence
2 Reflects the removal of 106.2 acres contained within the Community Core Area Plan from the General Commercial category
3 Reflects potential Neighborhood Commercial development and Office Commercial development associated with the development of the Shell Property
4 Reflects the removal of comparable acreage from the existing land use categories of Residential and Open Space
5 Refer to Section F-Land Use Intensity/Density, for a definition of calculation of non-residential square footages

The Land Use Plan recommends annexation of the Shell Property and the Murdock/Travis Properties into the City within the buildout period. Annexation of the Yorba Linda Country Club County Island is proposed only based on requests from

Island residents. The Fairlynn County Island should be considered for annexation only when the infrastructure has been improved to meet established conditions and development standards of the City, and other relevant factors are addressed tot he satisfaction of the City. The Downtown Historical District and Community Core commercial uses in the vicinity of the intersection of Imperial Highway and Yorba Linda Boulevard are visualized for enhanced development, pedestrian orientation and intensification of use.

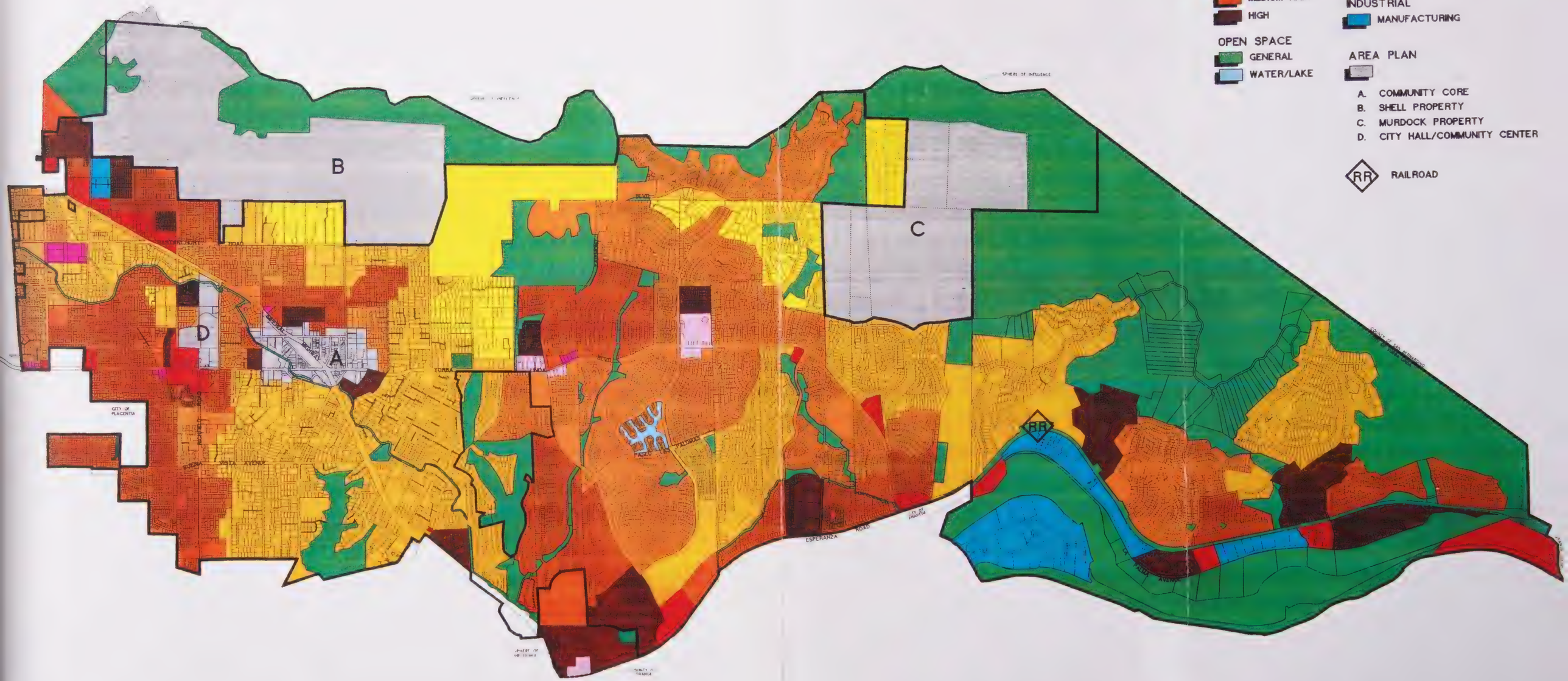
The Land Use Plan proposes a potential maximum of 24,126 dwelling units at General Plan buildout. This represents the potential for an additional 6,408 dwelling units by General Plan buildout, largely due to the development of the Shell and Murdock properties presently within the City's Sphere of Influence, infill opportunities within the Community Core, and development of properties currently vacant or reflected as Agriculture/Residential/Vacant in the existing land use analysis. Population is expected to increase by approximately 20,506 persons by General Plan buildout. Development in the Shell and Murdock properties shall be regulated by preparation of a Specific Plan or other regulatory mechanism, which establishes residential densities at levels representative of the City's average. The overall residential density of the Land Use Plan within the Incorporated City limits is approximately 2.7 dwelling units per acre. Overall density in the areas designated Area Plan, which includes the Community Core and the Sphere of Influence areas recommended for annexation is forecast at approximately 2.1 DU/AC, with a range of 4.4 DU/AC within the Community Core to 1.0 for the Murdock property.

The Land Use Plan results in an increase of 2,857,111 square feet of commercial and light industrial/business park uses. The increase largely due to the buildout of land currently undeveloped yet designated for commercial and light industrial uses, intensification and revitalization within the Community Core, and commercial support associated with the Shell property.

D. Land Use Plan Map

The Land Use Plan Map is a graphic representation of the land uses determined to achieve the goals of the City of Yorba Linda. The Land Use Map depicts parcel specific Land Use Designations developed through digitized mapping techniques. The graphics of the General Plan Map must be consistent in the interpretation of the Plan's policies and implementation programs to specific areas of the City of Yorba Linda. The Land Use Map, in conjunction with the text, contain the types and intensities of uses, densities, general uses permitted and the conditions under which the uses are allowed. The Land Use Plan Map establishes a complex interrelationship of land uses that will contribute to accomplishing many of the social, economic, land use and environmental goals of the General Plan.

LAND USE DIAGRAM



The City of

YORBA LINDA

SCALE 1" = 3000'

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Exhibit LU-4

E. Land Use Designations

The Land Use Element presents a mix of land uses which achieve the basic Land Use Element goals and policies of preserving the integrity of the low density residential character of the community while providing opportunity for increased recreational facilities and revitalization of the Community Core and Historic Downtown Area.

The Land Use Element is comprised of five (5) major categories: Residential; Commercial; Light Industrial; Open Space; and Area Plan. These categories are further divided according to more specific intensity information. The Land Use Plan has been formulated to provide flexibility for the City in achieving development goals, particularly through the creation of a new land use category. This new designation, the "Area Plan", provides a more tailored approach to particular Opportunity Areas requiring greater focus and intent than more traditional land use designations provide.

The "Area Plan" designations provide for mixed use, residential intensification, theme implementation, comprehensive planning of large undeveloped land holdings currently in the City's Sphere of Influence. The land use designations of the Yorba Linda General Plan Update include;

1. Residential

Low Density Residential: The Low Density Residential category has been designated for the steep terrain along the northerly and easterly boundaries of the Yorba Linda planning area. Approximately 9.5 % of the land allocated to residential uses in the planning area falls within this designation. The average density of this designation is 1.0 dwelling unit per acre, however, clustering may occur at greater intensities to compensate for topographical constraints. Excessive grading to the natural hillside landform is discouraged. This is a definitive determinant in establishment of specific density allotments within the designation.

Medium Low Density Residential: The Medium-Low Density Residential is intended for spacious single family living environments at an average density of 1.8 dwelling unit per acre. Approximately one-third of the conventionally designated residential land in the Yorba Linda planning area is allocated to this land use designation, which significantly contributes to the low density character of the City. Lot sizes per acre typically range from one-half to one-third of an acre per dwelling unit. The Medium-Low Density designation has been allocated in some instances to respond to terrain with topographical constraints, as well as implement the aspiration that lower density development be situated in the more northerly environs of the City. This designation easily accommodates equestrian activities and properties permitting the keeping of horses.

Medium Density Residential: The Medium Density Residential category accounts for approximately 28% of the conventionally designated residential land in the planning area. The Medium Density designation accommodates an average density of 3.0 dwelling units per acre, allowing typical single family detached residential subdivisions, or more innovative subdivision planning permitting clustered development of units in conjunction with provision of community recreational facilities and preservation of common open space areas. This provides a degree of flexibility in the execution of this land use designation, which is prevalent in the central and eastern portions of the City.

Medium High Density Residential: The Medium High Density Residential designation represents approximately 20.7% of the conventionally designated residential land in the planning area. Many of the older portions of the City on the west side, as well as newer developments in the central and eastern portions of the City in close proximity to the major Esperanza Road and La Palma Avenue east-west arterial, are designated for Medium High Density Residential development. This designation permits an average density of 4.0 dwelling units per acre, with typical lot sizes of 7,500 square feet and below. This designation reflects development conditions which include acreage of limited size for residential development, proximity to arterial roadways and non-residential development, and property with locational restrictions which precludes development of higher density development.

High Density Residential: High Density Residential areas permit a variety of dwelling unit types ranging from single family detached homes to attached products and apartments. Although only 8.8% of the planning area's traditionally designated residential uses are categorized as High Density Residential, approximately one-quarter of the housing is provided within this category. The High Density Residential designation permits a density range of 4.0 to 10.0 dwelling units per acre. The appropriate housing type is predicated on the site and location and adjacent land uses. Clustering of buildings to provide appropriate private recreational and open space amenities. High density designations have been advantageously located throughout the planning area for proximity to retail, commercial, and employment opportunities, as well as providing a rational land use transition between lower density residential areas and non-residential land uses. A number of High Density Residential developments are established in the eastern portion of Yorba Linda, reflecting less traditional site planning techniques such as zero lot line, patio home and condominium ownership attached products.

2. Commercial

General Commercial: General Commercial provides for a variety of retail, service and entertainment facilities. General Commercial uses include a full range of retail, furniture and appliances, convenience goods, restaurants, automotive establishments, and professional offices. Commercial services and entertainment uses,such as travel agents, dry cleaners, hair salons, sports clubs, movie theaters, and visitor services are also appropriate at these locations. The General Plan designates 209.1 acres of commercial land uses throughout the City. Major concentrations of General Commercial are located along Imperial Highway in the vicinity of Bastanchury Road and Valley View, at the intersection of Yorba Linda Boulevard and Richfield Road, along Yorba Linda Boulevard at three locations in the eastern portion of the City, and two centers along La Palma Avenue in the southeast section of the City. General Commercial is also designated for the 57 acre SABA Ranch parcel. The Area Plan at the corner of Imperial Highway and Yorba Linda Boulevard consists primarily of General Commercial uses, which contributes 106.2 acres of commercial uses to the commercial base.

Neighborhood Commercial: The Neighborhood Commercial designation represents 48.2 acres of uses which provide convenience goods and services at a smaller scale and service radius than the more comprehensive General Commercial category. The City contains three Neighborhood Commercial locations, two along Yorba Linda Boulevard in the East Lake area, and one within the Fairlynn County island. Approximately 10 acres of Neighborhood Commercial uses will be required to support the residential population generated by development of the Shell Property. The exact acreage and location is not yet determined, and will be stipulated during the Specific Plan (or other regulatory mechanism determined as appropriate) processing required to implement the Area Plan designation.

Office Commercial: The General Plan designates a total of 24.4 acres in the planning area for Office Commercial land usage. Office Commercial includes financial institutions, medical facilities, and a wide range of professional uses. The City includes four Office Commercial locations. The largest is located at the corner of Bastanchury and Rose Drive, and supports medical facilities and offices. The others are smaller sites, located in proximity to Neighborhood Commercial and General Commercial centers. Approximately 4.0 acres of Office Commercial will be needed to support the population generated by development of the Shell Property. The exact acreage and location is not yet determined, and will be stipulated during the Specific Plan processing required to implement the Area Plan designation.

3. Light Industrial/Business Park

The Light Industrial designation has been applied to 288.3 acres of land within the planning area, primarily established in the SAVI Ranch and along La Palma Avenue in the southeast portion of the City in close proximity to the AT&SF Railroad and convenient Riverside Freeway access. Industrial uses are also found in the vicinity of Prospect Avenue and Imperial Highway. Industrial uses in Yorba Linda are appropriate for research and development, assembly and/or storage of products, and wholesale facilities. The Industrial designation also permits support commercial uses, as are found in the SAVI Ranch.

4. Open Space

The Open Space category includes 4,033.9 acres of the planning area which are intended for active and passive recreation areas, passive open space, conservation and public safety land uses, either public or private in nature. Such uses include: developed parklands, private recreation facilities and recreation amenities, flood control areas, natural resource and conservation areas, and open space lands that may be contained within private ownerships, which, due to topographical constraints, are not to be improved or developed. Elementary, Junior High and High School facilities which contribute acreage to public recreation facilities are not reflected in the Open Space category. The Community College site is designated as Open Space, with potential uses such as college buildings, an equestrian center, a nature center, a sports complex, and outdoor assembly areas. Other potential uses may include developed parks, golf course or educational facility sites. Land use categories within the Open Space designation are addressed in further detail in the Recreation and Resource Element.

5. Area Plans

The California Government Code provides that "the General Plan may be adopted as a single document or as a group of documents relating to subjects or geographic segments of the planning area". It is common practice to focus special attention on selected areas of a community for customized policy treatment not generally applicable elsewhere in the jurisdiction. In the Yorba Linda General Plan, these portions of the community are referred to as "Area Plans". Some are presently within the City limits; others are in adjacent unincorporated territory within the City's Sphere of Influence.

The purpose of this special treatment is to recognize the need for targeted policy establishment where an area:

- Is experiencing pressures for change and requires immediate guidance;
- Represents a special community resource or opportunity where preservation and/or change need encouragement;
- Is characterized by unusual conditions or unique combinations of circumstances not found throughout the community;
- Has the potential or need for customized regulatory techniques (specific plan, master plan, performance zoning, planned development zoning, etc.) and therefore requires other than conventional policy treatment;
- Consists of an opportunity which must receive high priority in order to avoid its loss;
- Which is appropriately considered to have more than one development option, requiring further, more detailed examination in order to identify the optimum maximum direction; or
- Has any combination of these factors.

The following areas are designated as "Area Plans", each of which contains a certain degree of specialized policy direction not found elsewhere in the Yorba Linda General Plan. Where a subject is not covered in the Area Plan, general policies elsewhere in the General Plan apply. Thus, required internal consistency is accomplished by including in Area Plans only the policy content that is necessary to supplement Citywide policies.

Community Core/Downtown Historical District

The Community Core/Downtown Historical District Opportunity Area(s) will be treated as a unique designation within the General Plan. The entire 141.6 acres will be designated Area Plan. Because of the unique and diverse character of subareas within this Area Plan, a customized implementation program will be required to carry out the intent. To the extent possible, analysis already completed by the City and its consultants will be utilized in formulating the regulations to be applied here. However, there may be a need to use several different regulatory tools in the program, which may or may not incorporate portions of the planning work already completed. The main idea is to tailor the uses, development regulations and zoning mechanisms to each subarea and its unique needs. Appropriate mechanisms include:

- A regulatory Specific Plan (adopted by ordinance rather than resolution);
- Planned Community or Planned Development Zoning;
- One or more zoning overlays on conventional commercial zoning;
- A new, customized zoning district for all or a portion of the area; or
- Some combination of the above.

A Community Core Implementation Program shall be initiated upon adoption of the Area Plan. It may apply the regulatory tools indicated above selectively within the Area Plan if that proves to be the optimum approach. The Implementation Program will lead to specification of detailed land use patterns; residential densities, permitted uses, development standards, design guidelines, and circulation improvements for the Community Core. In addition, it will insure that compatibility between commercial and residential uses is established and maintained through the regulatory system to be created.

Certain policies should prevail in applying the mixed use intent (commercial and residential) of the Area Plan, at least until the current zoning is brought into conformance with the Area Plan. They include:

1. Residential uses in the Downtown Historical District and Community Commercial District may be adjacent to arterial highways but shall not be permitted to front on arterial highways except along Yorba Linda Boulevard between Mountain View Avenue and Eureka Avenue.

2. High density residential or mixed use projects may be permitted in other locations as long as their design does not preclude commercial or office development on any adjacent parcel of land.

3. Project designs east of Imperial Highway should blend with the historic "Main Street" theme.

4. Project designs west of Imperial Highway should blend with the existing theme along Imperial Highway or contemporary theme near the Nixon Library, depending on the predominant project orientation.

5. The City will maintain a monitoring program by subarea within the Area Plan to insure that use ratios specified in the Area Plan are not exceeded prior to completion of the rezoning process.

It is the City's intent to begin developing an appropriate regulatory package upon adoption of the General Plan, with a target for completion within 24 months from the adoption date.

Within the Community Core designation, there are three (3) subareas for which specific policies and implementation measures apply, which will be expanded in the specific plan prepared to implement the General Plan. These subareas include the Downtown Historical District, Community Commercial District, and Core Residential District, summarized as follows:

1. Downtown Historical District. This 24 acre area is intended for "downtown" commercial and office uses as the primary land use focus. The existing scattered residential units along Lakeview Avenue and Valencia Street are considered transitional uses for ultimate conversion to commercial/office or high density residential uses. A maximum of 40% of the land area in the "downtown" could be permitted as higher density residential (10 DU/AC), with bonus densities up to 15 DU/AC for compliance with recommended design and theme guidelines. The residential uses support the daytime/evening/weekend intent of the area. This provides opportunity for approximately 150 "affordable" dwelling units in the Historic Downtown area, primarily developed above the ground floor uses or as "row-house" development.

2. Community Commercial District. The Community Commercial District consists of 108 acres and is intended for commercial, office, existing and proposed high density residential, and public uses which are peripheral to the Downtown Historical District. Uses in this area will encompass strip commercial centers, support retail and service uses, the Nixon Library and Birthplace, visitor serving uses, public and quasi-public uses, high density residential, and office uses. A maximum of 15% of the land area could be permitted for higher intensity residential development, for a potential of 243 dwelling units. The 198 unit Senior Citizen housing development is also included in this subarea over and above the permitted dwelling unit count for a total of 441 dwelling units. The existing scattered residential units are intended for conversion to permitted uses in the Community Commercial District.

3. Core Residential District. The 9.6 acre Core Residential District consists of the Park Avenue/Park Place residential neighborhood. The primary use intended for this area is residential at existing densities up to 4.0 DU/AC. A portion of the Core Residential area may be developed at higher densities with adherence to historical theme guidelines. Significant historical structures will be required to be preserved for residential uses in this subarea.

Recommendations

- Promote enhanced development in the Commercial Core/Downtown Historical District.

- Establish a pedestrian orientation through promotion of concentrated commercial and office uses and adoption of streetscape/landscape design guidelines.

- A combination of resident serving uses and activity draw uses, which perform well fiscally, will be promoted.

- Allow higher density residential uses, including townhomes and other quality attached single family products, based on the fiscal analysis, to support daytime, evening and weekend activity to the area.

- Actively pursue lot consolidation opportunities, comprehensive infill development and intensification of underutilized parcels to create a cohesive Community Core.

- Utilize Redevelopment Agency activities in the Community Core area to support lot consolidation and infill opportunities, facade improvements and revitalization of structures.

- Establish an advisory theme in conjunction with the design guidelines to enhance the pedestrian opportunities and cohesiveness in the area.

- The eligibility of the Downtown Historical District for registry as a Historic District will continue to play a role in the establishment of a historic advisory theme.

- Retain specific structures identified as historically significant and target for rehabilitation and adaptive reuse, on an individual basis in the Historical Downtown and Core Residential subareas. Use the identified structures as focal points emphasizing the historical theme.

- Require circulation improvements to promote pedestrian circulation and tie the public uses to the commercial and residential uses, as well as improve parking availability and access into the area.

Shell Property

The Shell Property is recommended for annexation into the City of Yorba Linda. The Shell property is designated as an Area Plan and permits the development of 2,338 residential units, based on the City's definition of a base acre, at densities which average 2.8 dwelling units per acre, which is the City's target density. A combination of single family detached, single family attached, and attached multiple family residential uses will be provided within this designation. The higher density uses will be located in the western portion of the site with density reduction occurring in an easterly direction. The 20 acres of land designated Medium Low Density Residential currently within the City limits will be redesignated Area Plan. The overall density is predicated on: the City's average density of 2.8 DU/Base Acre, surrounding land use designations and densities; engineered roadway alignments and the proposed extension of Bastanchury Avenue; the existing conditions and site analysis conducted for the Shell Property Specific Plan project; preliminary development concepts for the Shell Property Specific Plan; site topography and market analysis.

The Specific Plan may involve location of a commercial component on the Shell Property. The PC zoning will allow for the commercial component, although the General Plan may require amendment when the specific location and acreage is finalized. An east-west arterial is proposed to transect the property and serve as the primary project circulation route. It is the intent of the General Plan and this Area Plan that an 18-hole public golf course, designed to professional standards, be established as part of the open space commitment for this land as an adjunct to the proposed residential densities. Open space, including but not necessarily limited to the intended golf course and developed parks, are proposed to be provided on-site, as well as the potential for educational facility sites. A theoretical maximum of 2,338 dwelling units, calculated on the base acre, (the gross acreage minus major roadways, designated public trails, required parkland, and ancillary public facilities) would be enabled by this alternative. The actual number of dwelling units may differ based on grading, lot siting and detailed engineering analysis.

Recommendations

- Require preparation of a Specific Plan for the Shell Property Area Plan, to implement the General Plan designation and provide comprehensive planning for the project area. The Specific Plan will provide more focused development scenarios within the General Plan Land Use Designation of Area Plan.

- Prezone the property during annexation procedures to PRD or PC, and revise the Zoning Code to reflect the PRD or PC designation.

- Permit development at a maximum average density of 2.8 dwelling units per base acre.

- Require that commercial, educational, park and recreational facilities are identified in the Specific Plan to support demand generated by residential development. Include in the Specific Plan the design and phasing of the proposed golf course. Include a general design of the golf course in any prezoning that may be processed.

- Extend Bastanchury Road and Valley View Avenue through the Shell property.

- Implement the trail system as established in the Parks and Recreation Element to link with Chino Hills State Park.

- Annex the Shell Property into the City of Yorba Linda.

Murdock Property

The Area Plan designation is assigned to the 543 acres comprised of the Murdock Property and the associated properties located in the northern sphere of influence. The adjacent 547 acre City owned parcel, designated as Open Space, is not included in the Area Plan, yet will play an important open space opportunity in the development of these properties as a unified, comprehensive project. The Area Plan designation for the Murdock properties is envisioned as a low density residential and golf course development, including provision for educational facilities as appropriate. One or more specific plans, comprised of all eight properties, or compatible combinations of property owners, will be required to implement the General Plan and provide for comprehensive development of the golf course facility and the circulation system. The 547 acres of City owned property will continue to be designated as Open Space for development of the proposed golf course. A potential of 536 dwelling units, calculated on the City's definition of a base acre, and in response to topographical constraints, are permitted within the Area Plan designation with an average overall density of 1.0 DU/AC over the entire 543 acre Area Plan development area. Residential uses will be sited for provision of open space in response to the topography of the property. Open space and developed parks are proposed to be provided on-site, as well as the potential for a golf course and educational facility sites.

Recommendations

- Require a Specific Plan, (or plans), be prepared to implement the intent of the Area Plan designation.

- To support the General Plan and the requirement for the property to be developed according to a Specific Plan(s), the property designated as Area Plan shall be prezoned during annexation to the zoning designation of PRD.

- Require circulation improvements to San Antonio Road and Via de la Agua Road.

- Permit residential development at an average of 1.0 dwelling units per base acre.

- Incorporate open space, educational facilities, and recreation amenities to support the community into the Specific Plan.

- Plan for the provision of a golf course, in cooperation with the City.

City Hall and Community Center

The preferred alternative establishes a new designation for the 54.2 acre area. The entire area will be redesignated as Area Plan. The Area Plan permits any public or quasi-public use, recreation, open space or commercial recreation. This designation conserves the options for public use of the current City Hall site and supports the public ownership of the site in the circumstance of relocation of the City Center facilities to the Community Core. At the present time, the City has adopted this site as the location for the Community Center. Under the Area Plan designation, the development of the proposed Community Center Master Plan can be achieved, including the development and expansion of Hurless Barton Park for active recreation uses. Such uses include a planned Community/Recreation/ Senior Center, outdoor plaza, tot lot, and other public facility improvements. A trail system would link City Hall and the junior high school to the El Cajon Trail, as well as connections through the park to the El Cajon Trail. The existing El Cajon trail system will be realigned. Parking would be provided on the park site. Access improvements will be made for primary access from Casa Loma Avenue, with limited secondary access from Imperial Highway.

Recommendations

- Require a specific plan or master plan to implement the Area Plan designation;

- Improve Hurless Barton Park per the Community Center Site Plan;

- Rezone the Area Plan to Public designation.

F. Land Use Intensity/Density

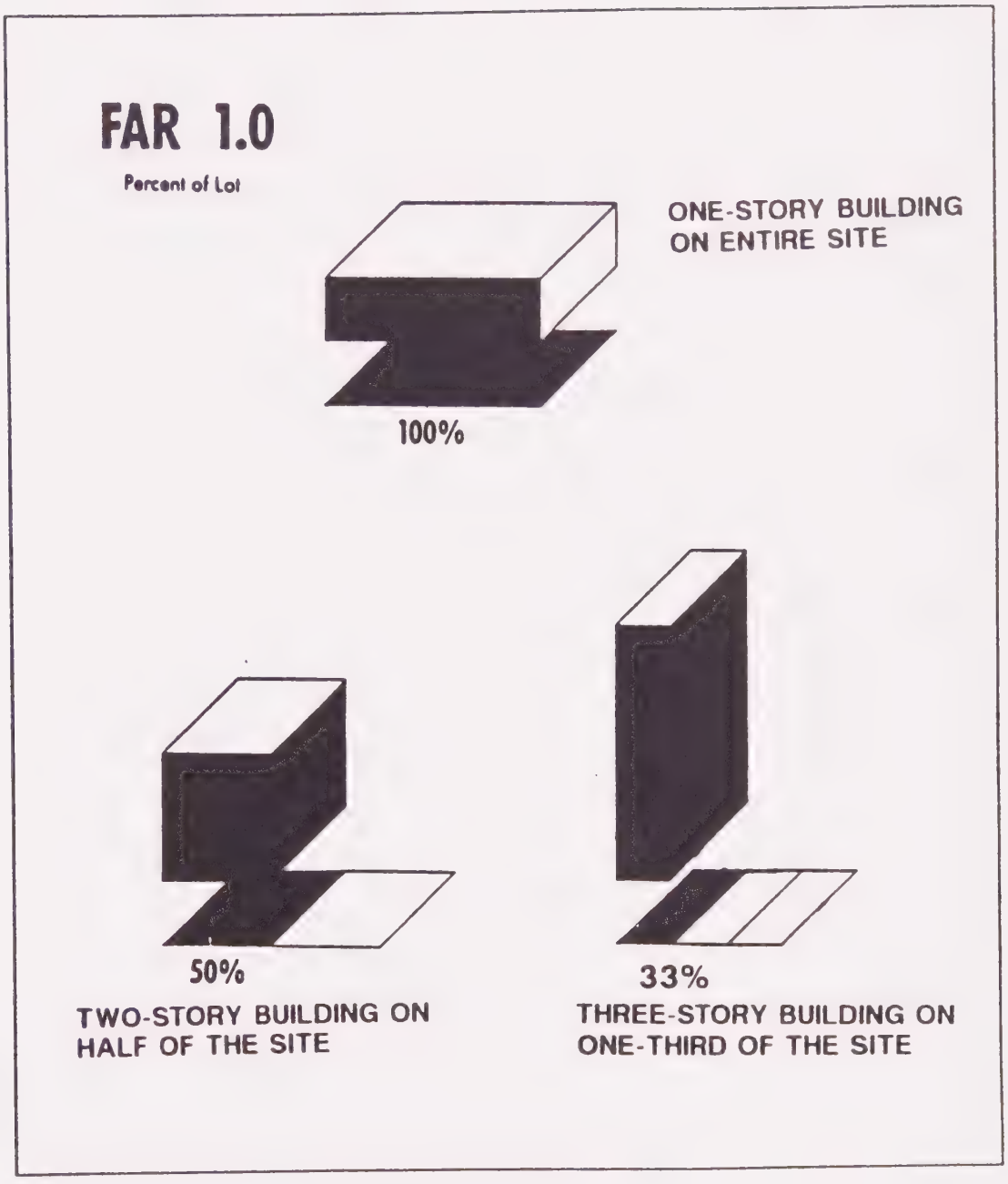
State General Plan law requires that the Land Use Element indicate the maximum intensities/densities permitted for the land use designations shown on the Land Use Map. Table LU-4 lists each of the land use designations for the City and provides a range indicating the minimum and maximum intensity/density of a parcel. The maximum allowable development on individual parcels of land is governed by the measures of intensity or density. The term "intensity" refers to the degree of development based on building characteristics such as height, bulk, floor area ratio and/or percent of lot coverage. Development intensity typically describes non-residential development attributes. The intensity is used to calculate the increase in commercial and industrial square footage presented in Table LU-4. The developable acreage is multiplied by the intensity ratio (FAR as discussed in the following paragraph) to determine the maximum square footage of development permitted.

For most non-residential development categories (commercial, industrial, office). The "floor area ratio" (FAR), a density regulation which allows a prescribed amount of floor area for each square foot of land area, provides the most comprehensive method of describing development magnitude. For example, with a FAR of 1.0, 1.0 square foot of floor area would be allowed for one square foot of lot area. A single story building would cover the entire site. With a FAR of .33, a three story building could cover only one-third of the site. Refer to Exhibit LU-5 for illustrative examples.

Table LU-4
Development Intensity/Density Standards

Land Use Designation	Development Range Intensity/Density
RESIDENTIAL	
Low Density Residential	0 to 1.0 DU/AC
Medium Low Density Residential	0 to 1.8 DU/AC
Medium Density Residential	0 to 3.0 DU/AC
Medium High Density Residential	0 to 4.0 DU/AC
High Density Residential	0 to 10.0 DU/AC
COMMERCIAL	
General Commercial	.25 FAR
Neighborhood Commercial	.25 FAR
Office Commercial	.35 FAR
INDUSTRIAL	
Industrial/Manufacturing	.40 FAR
Auto Center	.10 FAR

FLOOR AREA RATIOS



Chapter Three

CIRCULATION ELEMENT

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CIRCULATION ELEMENT

I. INTRODUCTION

The Circulation Element is one of the seven mandated elements of the General Plan. The Circulation Element goals, policies and recommended actions are founded on the results of technical analysis and legal requirements. It is intended to guide the development of the City's circulation system in a manner that is compatible with the Land Use Element and other elements of the General Plan.

The purpose of the Yorba Linda Circulation Element is to provide for a safe, functional circulation system for the City. Functionally, the Circulation Element is an infrastructure plan that promotes the safe, efficient, and reliable movement of people and goods throughout a city. Its provisions support the goals, policies and proposals of the Land Use Element and also has direct relationships with the Housing, Open Space, Noise and Safety elements.

The implementation of the proposed improvements in the Circulation Element will enhance the development and maintenance of a transportation system which will maximize freedom of vehicular and pedestrian movement and balances the concerns for mobility, safety, and quality of the City's living environment. The Circulation Element conforms to the requirements of the Government Codes of the State of California and is in concert with the Land Use Element and other elements of the General Plan.

A. Authorization and Scope

The State of California has mandated the adoption of a city-wide Circulation Element as part of the General Plan requirements since 1955. State of California Government Code Section 65302(b) requires a circulation element in all city general plans, as follows:

> *A Circulation Element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals and other local public utilities and facilities, all correlated with the land use element of the plan.*

California State law requires each City and County to adopt a comprehensive, long-term General Plan for its own physical development. The General Plan must address many issues which are directly related to, and influence land use decisions. In addition to land use and other topics, the plan is required to address the circulation impacts of the land use decisions to the extent that they apply to a particular jurisdiction. The "General Plan Guidelines" (Section 65302 of the California Government Code) recommends that the Circulation Element accomplish the following:

- Coordinate the transportation and circulation system of the City;
- Promote the efficient transport of goods and the safe and effective movement of all segments of the population;
- Make efficient use of existing transportation facilities:
- Protect environmental quality and promote the discerning and equitable use of economic and natural resources.

To meet these objectives, the Circulation Element addresses the circulation improvements needed to relieve traffic congestion in future conditions. Corresponding goals and policies have been established to safeguard that the circulation system will meet the needs of the City of Yorba Linda. The purpose of this Element is to comply with the directive of the State law guidelines. The City of Yorba Linda Traffic Circulation Study, prepared by BSI Consultants, provides background information and acts as a supporting document for this Element.

B. Related Plans and Programs

1. 1972 Yorba Linda General Plan Circulation Element

The existing City of Yorba Linda Circulation Element was written in the early seventies, with the same basic goals of developing a street and highway system which promotes the safe, efficient and reliable movement of people and goods.

The goals then included the statement that "It is essential that Yorba Linda have an effective transportation system to link the community to Orange County, the region, and Southern California."

The City of Yorba Linda, at the time of writing also adopted the Orange County Road Department Standards, including the Arterial Highway Classifications, Definitions and Design Standards.

2. Orange County Master Plan of Arterial Highways (MPAH)

The arterial design standards and the Orange County Master Plan of Arterial Highways have evolved over the years and constitute the basis for the current Yorba Linda General Plan revisions. The definitions, lane configurations, and cross sections are provided in Table C-1.

3. Bastanchury Road Extension Study

The 1991 Bastanchury Road Extension study evaluated the traffic impact of extending Bastanchury Road from its current terminus at Lakeview Avenue to Fairmont Boulevard. The Circulation Element reflects the results of the study and a previously adopted alignment from a 1988 study which recommends the alignment of the extension.

4. City of Yorba Linda General Plan Update Elements

The Circulation Element is interrelated with all other elements of the General Plan. The Circulation Element represents the roadway system which serves the traffic generated by the uses established by the Land Use Element, as well as regional traffic influences. The Circulation Element is also associated with the Growth Management Element. In November 1990, Orange County voters approved Measure M which increases sales tax revenues in order to fund needed transportation improvements throughout the County. To qualify to receive a portion of these funds, each jurisdiction must adopt a Growth Management Element. Major components of the required Growth Management Element deal with transportation related issues. The Growth Management Element must establish a minimum Level of Service (LOS) to be maintained at intersections impacted by new development. The Element must contain a policy to promote Transportation Demand Management (TDM) measures in the City and must commit to a comprehensive phasing program to ensure coordination between new development and roadway capacities.

The Circulation Element is also associated with the Noise Element and Air Quality component of the Growth Management Element as traffic forecasts are utilized in the computation of noise contours and air quality impacts of the Land Use Plan. The Circulation Element relates to the Recreation/Resource Element and the Safety Element. The Recreation/Resource Element identifies the trail system and policies relating to scenic highways. The Safety Element addresses evacuation routes and roadway standards to accommodate emergency situations.

II. BACKGROUND DATA AND ANALYSES

A. Elements of the Streets and Highway System

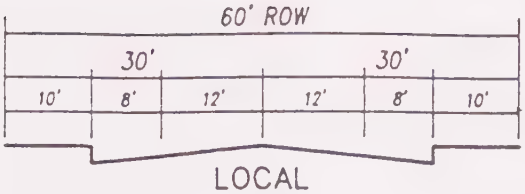
A City's system is composed of a wide range of transportation facilities which serve two basic functions: mobility and land access. Mobility means providing the ability for motorists to travel between their points of interest. Land access means providing access to properties at the travel destinations which may include parking or driveway access. A Circulation Element is typically composed of facilities that emphasize either

mobility or access to different degrees. The circulation system in Yorba Linda is designed with hierarchy of streets shown in Table C-1 in order to achieve mobility and access in an efficient manner. Exhibit C-1 presents typical roadway design standards for the City's circulation system.

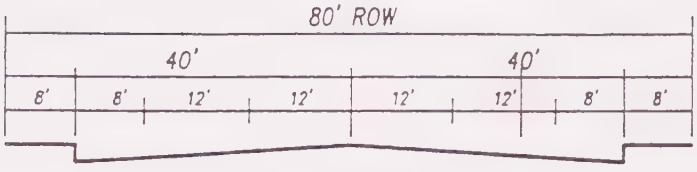
Table C-1
OCMPAH Roadway Classifications

Facility Type	Design Standards	Emphasis (mobility or land access)
Superstreet	Eight Lane Divided Highway 120 foot ROW	Superstreet is designed as a high volume, increased speed arterial with no parking curbside and turn lanes for maximum mobility
Modified Superstreet	Six Lane Divided Highway 100 foot ROW	See Above Superstreet Discussion
Major Arterial Highway	Six Lane Divided Highway 120 foot ROW 102 foot Curb to Curb	Major Arterials carry a large volume of regional through traffic not handled by the freeway system.
Modified Major Arterial	Six Lane Divided Highway 100-120 foot ROW (Varies) 84-106 feet Curb to Curb (Varies)	Designed to accommodate traffic volumes when a Major Arterial Highway is warranted in already developed areas, but full right of way is not feasible due to existing structures or topography.
Primary Arterial Highway	Four Lane Divided Roadway 100 foot ROW 84 feet Curb to Curb	Mobility with access to collectors, some local streets and major traffic generators.
Modified Primary Arterial	Four Lane Divided Roadway 80 foot ROW	Designed to accommodate traffic volumes when a Primary Arterial Highway is warranted in already developed areas, but full right of way is not feasible due to existing structures or topography.
Secondary Arterial Highway	Four Lane Undivided Roadway 80 foot ROW 64 feet Curb to Curb	A Secondary Arterial serves as a collector, distributing traffic between local streets and Major and Primary Arterials. Provides access to adjacent land uses, thus providing mobility and access.
Rural Secondary	Four Lane Undivided Roadway 80 foot ROW 64 feet to Edge of Pavement	This highway is characterized by not having concrete curb, gutter and sidewalk. This section provides access to adjacent land uses and shall only be used in approved areas
Commuter Arterial	Four Lane Undivided Roadway 56 foot ROW 40 feet Curb to Curb	Primary purpose is to provide access to adjacent land uses in rural and residential areas.

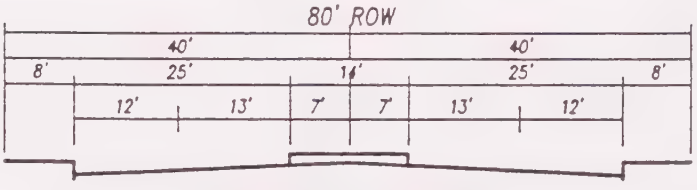
TYPICAL ROADWAY CROSS SECTIONS



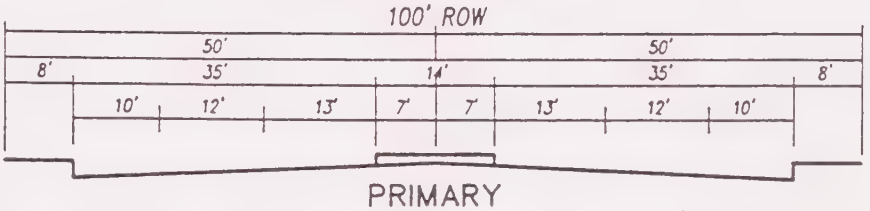
LOCAL



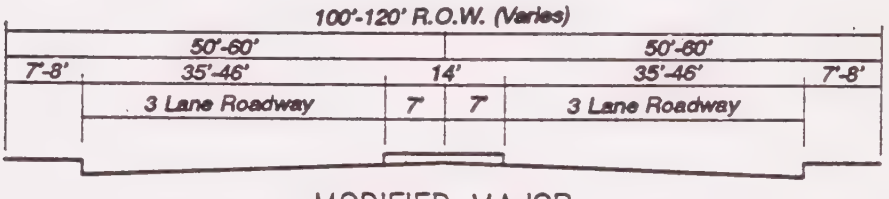
SECONDARY



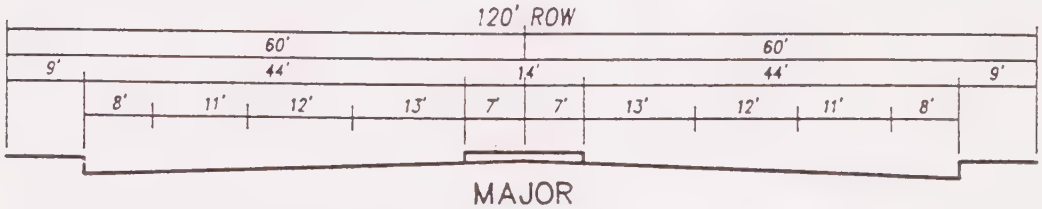
MODIFIED PRIMARY



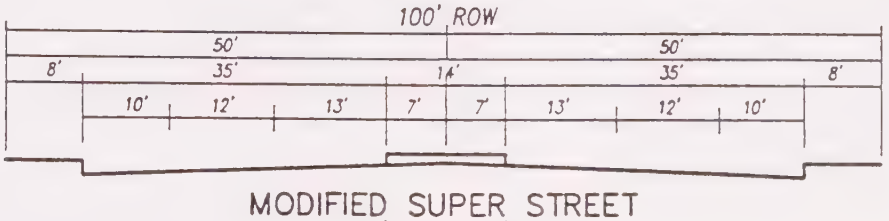
PRIMARY



MODIFIED MAJOR



MAJOR



MODIFIED SUPER STREET
(SIX LANE)

SOURCE: BSI CONSULTANTS, INC.

B. Regional Network

Regional access for the City of Yorba Linda is provided by a system of freeways, highways and local arterials. The 91 Freeway is an east-west regional freeway serving the Los Angeles area, and extends from the City of Torrance to the City of Riverside. In the vicinity of the City of Yorba Linda, the Route 91 Freeway is an eight-lane divided freeway, with a design capacity of 175,000 vehicles per day. Existing interchanges on the 91 Freeway include the Yorba Linda Boulevard interchange, the Imperial Highway interchange, the Coal Canyon interchange, the Gypsum Canyon Road interchange, and the future Fairmont Boulevard interchange. The facility also has a truck weigh station located between Yorba Linda Boulevard and Imperial Highway.

Imperial Highway is classified as a modified major east-west thoroughfare servicing the City of Yorba Linda and several Orange and Los Angeles County cities. The current right-of-way width varies with a maximum of 120 feet within Yorba Linda. It has an existing interchange with the 91 freeway and it serves as the only established truck route in the City. A portion of this roadway, from Esperanza to Yorba Linda Boulevard is a freeway with on and off ramps. It currently exists as a two lane freeway with a diamond interchange at Kellogg Drive and presently carries an average daily traffic volume (ADT) of 26,000 vehicles, with peak hour volumes of 1,200 to 1,300 vehicles per lane. The design capacity for Imperial Highway is 33,000 vehicles per day. It currently functions as a major arterial within Yorba Linda, and is operating at levels of service nearing capacity and/or exceeding capacity during peak hours.

In 1984, the Orange County Transportation Commission (Now the Orange County Transportation Authority (OCTA)) adopted for use in Orange County the Superstreet Program in an effort to increase the traffic flow and vehicle capacity of major arterial highways. The program identified potential Superstreet candidates, various roadway improvements, financial costs and funding sources. Within the City of Yorba Linda, Imperial Highway is designated by the OCTA to be improved to Superstreet standards, under which classification it would be operating as a high speed arterial when improved to its ultimate classification. The initial design standards for the Superstreet classification proposed by OCTA was for an eight-lane roadway within a 120 foot right-of-way. The people of Yorba Linda have voiced a strong opposition to these standards. Hence, the Superstreet Program right-of-way parameters within the City of Yorba Linda have been modified due to community attitude and the largely built out condition of the City, resulting in a modified Superstreet roadway configuration with six lanes and a 100 foot right-of-way width. In addition, the entire length of Rose Drive within Yorba Linda and south of the City limits has recently been proposed to be improved to Superstreet standards. The final determination has not yet been reached for Rose Drive.

C. Description of the Existing Circulation System

This section summarizes the analysis of existing conditions in the City of Yorba Linda. This type of analysis has two fundamental purposes. It provides direction for the Circulation Element through the identification of existing conditions. Second, it helps identify opportunities and constraints along major travel corridors from a transportation and development perspective.

The Arterial Highway System for the City of Yorba Linda is consistent with the Orange County Master Plan of Arterial Highways (MPAH) and consists of the same basic classifications with the same geometric requirements, design capacities, design standards and traffic operations characteristics. The existing circulation network in Yorba Linda has been primarily developed as a modified grid system. The circulation system is already largely established, leaving little flexibility for modification, resulting in the "modified" arterial classifications. Due to natural barriers (e.g., ravines, major grade changes, hillsides and canyons) and man-made barriers (e.g. freeways, County islands, railroad lines, and large development parcels) many of the streets do not extend across the City and the modified grid system becomes discontinuous. However, internal circulation within the City will improve with the completion of the City's Circulation Plan, and regional circulation will be improved with the limited upgrade of Imperial Highway to a Modified Superstreet classification.

Primary north-south streets include Fairmont Boulevard, Lakeview Avenue, Rose Drive, Village Center Drive, and Valley View Avenue. Major east-west streets include Imperial Highway (trending southeast to northwest), Yorba Linda Boulevard, La Palma Avenue, Esperanza Road, and Bastanchury Road. An inventory of existing traffic volumes on the major roadways of the City is found in the EIR.

D. Level of Service Concept

Design capacity of a street or highway is the maximum volume of traffic a roadway is designed to carry at a selected level of service. The concept of Level of Service (LOS) is used to describe the operating characteristics of the street system in terms of the level of congestion or delay experienced by traffic. Service levels range from A through F with each level defined by a range of volume-to-capacity (V/C) ratios. Levels of Service A, B, and C are considered good operating conditions with only minor delays being experienced by motorists. Level of Service D represents below average or fair operating conditions where drivers occasionally have to wait through more than one signal cycle to proceed through the intersection. Level of service E is considered capacity conditions and Level of Service F represents jammed conditions.

In Orange County, the goal for design capacity is to provide LOS C on arterial highway links with the intent of maintaining a Level of Service D through intersections. Table C-2 presents recommended design capacity values at selected Levels of Service used for arterial system planning at the General Plan level.

Table C-2
Average Daily Traffic Volumes by Facility Type

Type of Arterial	Lane Configuration	Maximum Volume[1]					
		LOS A	LOS B	LOS C	LOS D	LOS E	F
Major	6 lanes divided	33,900	39,400	45,000	50,600	56,300	-
Primary	4 lanes divided	22,500	26,300	30,000	33,800	37,500	-
Secondary	4 lanes divided	15,000	17,500	20,000	22,500	25,000	-
Commuter	2 lanes divided	7,500	8,800	10,000	11,300	12,500	-

[1] The volumes shown are daily two way traffic volumes. The numbers are based on the assumption that highways are built to their ultimate typical section.

Average Daily Traffic (ADT) capacities represent the general level of daily traffic that each roadway type can carry and should be used as a general design guideline only. Level of Service for the circulation system is more precisely determined by examining peak hour intersection volumes. The Circulation Element uses peak hour volumes as a basis for determining appropriate capacity needs. Table C-3 describes traffic level flow quality at different Levels of Service. This criterion is utilized for evaluating land use, and circulation system changes and are the basis for General Plan circulation recommendations.

Table C-3
Peak Hour Level of Service (LOS) Designations

Level of Service	Traffic Flow Quality	ICU Value[1]
A	No physical restriction on operating speeds.	0.00 - 0.60
B	Stable flow with few restrictions on operating speed	0.61 - 0.70
C	Stable flow and more restrictions on speed and lane changing due to higher volumes of traffic	0.71 - 0.80
D	Approaching unstable flow conditions with little freedom to maneuver and which may be intolerable for short periods	0.81 - 0.90
E	Absolute capacity of the road. Characterized by unstable flow, lower operating speeds than LOS D, and some momentary stoppages may occur	0.91 - 1.00
F	Forced flow operation (more traffic demand than there is capacity on the road) where the roadway acts as a storage area and many stoppages occur	Above 1.00

[1] ICU represents Intersection Capacity Utilization.

The current V/C ratios and LOS on major roadways in the City are presented in the Circulation Technical Report in the appendices of the EIR. The most significant information to be drawn from the capacity analysis is that the existing circulation system generally has adequate capacity for existing development. For many of the facilities, the congestion problems are localized and may be attributed to non-conformance with regional transportation plans, inadequate link capacities which do not reflect right-of-way build out capacities, and deficiencies resulting from the number of through and exclusive turn lanes at intersections. For example, capacity deficiencies (LOS E and below) are currently experienced on Imperial Highway at four locations and Yorba Linda Boulevard in the vicinity of Lakeview Avenue as a result of inadequate link capacity. Intersection capacity deficiencies (LOS E and below) currently exist at three intersections of Imperial Highway and four intersections of Yorba Linda Boulevard. Two roadways, Valley View and Bastanchury Road, are considered deficient resulting from non-conformance to regional and local transportation plans. The General Plan Circulation Element Update proposes the conformance of these two roadways with regional and local transportation plans.

E. Truck Routes

The only designated truck route within the City limits is Imperial Highway. Drivers must use the shortest possible route to arrive at their destination from Imperial Highway in conformance with General Plan policy.

Truck circulation is an important component of traffic flow in a City's street network, and provision of adequate, well placed truck routes is essential to the preservation of residential harmony as well as to maintaining the smooth circulation of traffic flow. Yorba Linda's highly residential nature requires that truck routes be located such that truck travel on streets near residential areas be minimized while facilitating the efficient transport of commodities in and through the City.

The City of Yorba Linda has imposed a 3-ton weight limit restriction within the City limits. The City desires to have this weight limit strictly enforced for those vehicles who are over legal weight and require an oversize load permit, as well as those trucks who exceed the 3-ton limit and who are not conducting business within the City limits of Yorba Linda. The City's view for trucks which are over the 3-ton weight limit and have written proof that they are conducting business within the City of Yorba Linda is that they have a legal right to use the restricted street system for the purposes of making pick-ups and deliveries of goods to or from any building or structure located within the City of Yorba Linda. However, the above is true only if the driver has used, to the greatest extent possible, Imperial Highway as the closest designated truck route.

F. Public Transportation

Public transportation achieves mobility for a number of residents, regardless of automobile ownership, and provides an alternate means of travel for those who choose to leave their cars at home. It is particularly critical for those who have no other means of mobility.

The Orange County Transit Authority (OCTA) is the transit supplier for Yorba Linda, offering fixed route service on local routes, and door-to-door service through its dial-a-ride system. Current usage of public transportation in Yorba Linda is low, but improvements in regional transit services are an important element in providing alternatives to single-occupant automobile travel.

Existing public transit facilities in the City of Yorba Linda are minimal. There is one route which enters from the western city limits on Yorba Linda Boulevard and extends to Fairmont where it turns north to the Continuing Education Center. The route also services Esperanza High School by extending south on Fairmont Boulevard and east on Esperanza where it circles back to reverse its course. The continuation of this route to Esperanza High occurs once in the AM and once in the PM on weekdays, providing a before school drop-off and an after school pick-up.

Additional bus service and express bus service, supported by park-and-ride facilities, are needed to attract additional commuter trips to public transportation. The development of high-occupancy vehicle lanes on the Riverside Freeway and on the proposed Eastern Transportation Corridor will further support the efficiency of this service.

A regional rail study, currently being conducted by the Orange County Transportation Commission together with the Riverside Transportation Commission, proposes a commuter rail service beginning in downtown Riverside and terminating at the Irvine station to be built between the year 2000 and 2010. Although this plan does not call for a rail station serving the City of Yorba Linda, this project would affect the traffic volumes in the area by reducing traffic flow on the Route 91 freeway and increasing traffic on the major arterials by which commuters will get to the proposed rail station in Placentia.

G. Bicycle Facilities

Bicycle facilities in the County are routinely developed concurrently with land development projects. Additionally, bikeways are developed through public funds in order to provide critical missing links in the countywide system or to serve recreational oriented trips. The existing system provides an alternative transportation mode for commuting, shopping and traveling to educational institutions and recreational areas.

Three principal criteria: 1) travel generators; 2) traffic factors; and 3) route geometrics, in addition to other policies, provide a rational basis for planning bikeways. With a combined review of all three criteria, a means for decision making may be reached; the result should entail a bikeway network designed with an emphasis on safety, convenience, ease, and aesthetics.

1. Classification of Bikeways

The word "bikeway" means all facilities that are a recognized route for bicycle travel. The following categories of bikeways are defined in Section 2373 of the Streets and Highways Code of the State of California.

Class I Bikeway - (Bike Path or Bike Trail)
Provides a complete separated right-of-way designated for the exclusive use of bicycles and pedestrians with cross flows by motorists minimized.

Class II Bikeway - (Bike Lane)
Provides a restricted right-of-way designated for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and crossflows by pedestrians and motorists permitted.

Class III Bikeway - (Bike Route)
Provides a right-of-way designated by signs or permanent markings and shared with pedestrians or motorists.

Wherever possible, facilities are located off-street (Class I). However, property acquisition necessary for such bikeways is quite expensive. Accordingly, on-street bike lanes and routed (Classes II and III) have been necessary in many areas. while on-street bike routes utilizing street striping or signage are not a guarantee of safety to the cyclist, some measure of protection may be provided through an increased awareness by the motorist that bicycle riders are likely to be encountered on the street.

2. Existing Bikeways

The City of Yorba Linda is in full compliance with the guidelines discussed in the master Plan of Countywide Bikeways. The Yorba Linda bikeway plan, as given in the Trails component of the Recreation/Resources Element, connects every sector of the City and is designed to reach the major destination points (parks, schools, cultural facilities, and to some extent shopping and employment centers) which will most likely will be patronized by bike riders. When ultimately developed, the network will provide a non motorized complement of the total multi-modal transportation system.

Class I bikeways are the least designated of the three classifications and are located for the most part within existing public lands. Because Class II and Class III bike lanes and routes comprise the majority of the adopted network, a comprehensive striping/signing campaign should be one of the initial actions for bikeway development; bike lanes or bike routes will usually exist on both sides of the street where depicted on the map of the Recreational Trails.

Some portions of the network may initially develop at a low classification and subsequently be upgraded to a higher level. Also, in the gradual implementation of the system, it is anticipated that modifications may occur due to changes in new developments. Frequent review will permit adjustments to accommodate any future demand or condition.

III. CIRCULATION PLAN

A. Identification of Future Demand Conditions

To develop an estimate of daily traffic volumes for the General Plan preferred land use, trip generation data for the buildout condition land uses was developed. The land use based trip generation was used to verify projections from the OCTAM Sub-regional Traffic model and the projections from the historical traffic growth rate.

There have been several regional transportation planning efforts in the Yorba Linda area which were designed to address specific regional transportation corridor needs. These studies provide information that can be used for planning some of the regional arterial systems that pass through Yorba Linda. However, the information from the regional arterials is not used to actually size arterials within the Yorba Linda circulation network. Rather, these studies were contributory to the development of base data for projecting future demand conditions. Planning documents used in this effort include:

1. Orange County Traffic Analysis Model

The OCTAM II is a subregional model that focuses on the Orange County Regional Transportation System. The focus of the model is on the regional transportation network and as such not structured to analyze detailed local traffic. In light of the above perspective, use of the OCTAM II Model was limited to projecting arterial street volumes for those arterials that are part of the Master Plan of Arterial Highways.

2. Soquel Canyon/Tonner Canyon Feasibility Study

The Soquel/Tonner Canyon Feasibility Study was commissioned by the OCEMA/San Bernardino County to evaluate the feasibility of constructing new roadways in the North Orange County and South San Bernardino County areas. The study evaluated eight different roadway alignments in the Soquel Canyon and Tonner Canyon areas. Each of these alternatives has impacts on the Yorba Linda Circulation System, especially on Valley View and Rose Drive. The proposed traffic volume impact summary of the eight alternatives on Valley View and Rose Drive is presented in the Circulation Report in the Appendices of the EIR. At this point, the OCEMA has not chosen the preferred alternative for implementation. The study recommends that review and interaction between affected local agencies be undertaken to evaluate the relative merits and constraints of the alternatives. For purposes of evaluating the general impact of the proposed extension of Valley View on the overall circulation system of the City of Yorba Linda, one representative alternative from the Soquel

Canyon/Tonner Canyon Feasibility Study is being analyzed. At the present time, general ranges of impacts can be identified, which includes increased traffic volumes on Valley View, Imperial Highway, Rose Drive, Yorba Linda Boulevard, prospect Avenue, Bastanchury Road, and the proposed east-west arterial serving the Shell Property.

3. The Imperial Highway Superstreet Feasibility Study

Imperial Highway is classified as a Superstreet in the Orange County Master Plan of Arterial Highways. The Imperial Highway Feasibility Study developed two basic alternatives for the Superstreet improvements. These alternatives are designated as the "Six Lane Superstreet" (Modified Superstreet) and the "Eight Lane Superstreet". Of these two alternatives, the Modified Superstreet six lane alternative was recommended for further detailed study and environmental assessment. The eight lane alternative is not considered feasible due to lack of public support, limited Right-of-Way conditions, and environmental concerns. The General Plan Circulation Element has incorporated several of the recommendations of the Modified Superstreet six-lane configuration for the buildout conditions along Imperial Highway.

B. Future Conditions

The existing land uses in Yorba Linda generate a total of 368,290 daily vehicle trips which, when distributed over the existing roadway network, result in the traffic volumes currently being experienced in the streets of Yorba Linda. The build-out of land uses included in the General Plan Land Use Element will significantly increase the total number of daily trips generated in the City.

The ultimate buildout assumption that every parcel in the City could build out to the maximum allowable density provided for under the General Plan, would result in the potential for future daily vehicle trips to increase to 546,942 daily vehicle trips, which is an increase of 178,677 daily vehicle trips. (Refer to Tables 5.0, 6.0 and 7.0 of the Circulation Technical Report in the EIR Appendices for detailed trip generation information). The future daily vehicle trips potential reflects a range of possibilities for development potential in the remaining undeveloped portions of the unincorporated areas with the City's sphere of influence. As these areas, particularly the Shell property, represent the greatest level of development potential uncertainty, the maximum development potential consistent with the goals and policies of the Plan are utilized to determine circulation impacts. The potential circulation impacts associated with the Murdock property are based on the General Plan designation of 1.0 DU/AC, which represents an increase over the current designations of Open Space and Low Density residential (1.0 DU/AC). The maximum development potential for the Shell property is based on the average density not to exceed the City's overall target density

of 2.8 DU/AC. The Land Use Plan was first evaluated by assigning the traffic to the transportation network associated with the previous Circulation Element. This was done to identify areas of the City where facilities above and beyond those included in the previous Circulation Element should be added or areas where the travel demands associated with the Land Use Plan do not warrant the construction of new facilities. In all cases, it was assumed that the facilities shown on the Circulation Element would be built out to the roadway standards for that classification of roadway based on reclassification to conform and to provide acceptable Level of Service (LOS D) based on the OCEMA Levels of Service criteria per the Congestion Management Plan for the Master Plan Arterial street system.

The need for modifications to the existing circulation system to support the Land Use Plan can be attributed to four factors:

1. Deficiencies resulting from differences from the Orange County Master Plan of Arterial Highways (MPAH);

2. Deficiencies resulting from differences from local transportation plans.

3. Deficiencies resulting from inadequate link capacities;

4. Deficiencies resulting from inadequate intersection capacity.

These potential deficiencies reflect the fact that much of the traffic burden on these arterials is generated by regional traffic. Recognizing the potential for worsening traffic levels of service, the City will continue to seek solutions to specific roadway intersection problems which threaten to reach seriously congested levels. Accordingly, the City will continue its involvement with Caltrans, the County of Orange, the Orange County Transportation Authority, adjacent cities and representatives of proposed development projects to identify measures which will limit deterioration of traffic levels of service as effectively as possible.

1. Deficiencies Resulting From Differences From the MPAH

Valley View Avenue falls under this group classified as deficient primarily because its classifications or proposed improvements are different from the Orange County Master Plan of Arterial Highways.

Valley View Avenue is classified in the Orange County Master Plan of Arterial Highways as a Secondary Arterial between Imperial Highway and the northern City limit. In the previous City of Yorba Linda Circulation Plan, Valley View was classified as a Secondary Arterial between Imperial Highway to the northern City limit, but did not extend to Carbon Canyon Road.

Accordingly, the Circulation Element now reflects that connection to Carbon Canyon Road. Significant citizen opposition regarding the extension of Valley View Avenue has been expressed. Because of the impacts such a Valley View connection would have on both existing and proposed development in the City, Yorba Linda is participating in a multi-jurisdictional study of circulation alternatives in the general area of the northwestern part of the City and adjacent areas outside the City. This may result in a superior method of accommodating growth in the vicinity with lesser negative impacts and could suggest a further amendment to the Circulation Element once the necessary studies are completed. The City of Yorba Linda is open to consideration of any such possibilities. In the meanwhile, consistency between the City of Yorba Linda Circulation Element and the Orange County Master Plan of Arterial Highways is achieved.

For purposes of providing adequate information to facilitate decision making within the requirements of a General Plan Circulation Element, one alternative (Alternative #6) representative of the average impact anticipated was chosen for analysis to determine impact on Valley View Avenue and the City's roadway system.

2. Deficiencies Resulting From Differences From Local Transportation Plans

Bastanchury Road presently terminates at Lakeview Avenue. However, significant growth is anticipated in the City and the northern Sphere of Influence area. The City of Yorba Linda has developed preliminary design concepts that identify roadway design capacity and alignment to accommodate projected growth based on the Bastanchury Road Extension Study and EIR.

Cumulative project generated traffic from this corridor will by far exceed the design capacity of existing Bastanchury Road in the year 2000. The existing segment is approximately 1.5 miles in length from the point it enters the City limits from the City of Placentia to its present terminus at Lakeview Avenue. The land uses along both sides of the facility is predominantly residential in nature. The design capacity is classified in the MPAH as a Primary Arterial with a proposed right-of-way of 100 feet. Due to right-of-way constraints, the extension of Bastanchury Road as a Modified Primary Arterial from its current terminus at Lake View Avenue to Fairmont Boulevard, approximately 1.6 miles to 1.9 miles in length depending on the alternative alignment chosen, is recommended. Under this classification, the entire facility will be re-striped within an 80 foot right-of-way to a four lane facility, with widening in certain locations. As such, the facility will have a design capacity at LOS E of 33,880 ADT due to the reduced right-of-way.

Several existing segments of Bastanchury Road have been identified as segments with potential future operational deficiencies based on projected buildout

conditions traffic volumes. The following identify locations for which improvements are recommended on existing segments of Bastanchury Road:

- Widening outside of the current right-of-way at three locations along Bastanchury Road west of Imperial Highway is anticipated.

- Bastanchury Road east of Imperial Highway before Casa Loma - acquisition outside the existing right-of-way is anticipated.

- Widen the south side of Bastanchury Road east of Osmond Street - provide two through lanes in this direction to upgrade the section to the recommended Modified Primary Arterial classification. This may require acquisition of additional right-of-way.

- Widen the north side of Bastanchury Road between Casa Loma Avenue and Eureka Avenue to provide two through lanes in this direction. The proposed widening will improve this section to the recommended Modified Primary Arterial classification.

Intersection improvements at the following locations as part of the Bastanchury Road extension significantly improve traffic operations. However, although operating conditions are improved, the improvements will not raise the Level of Service at the intersection of Bastanchury Road/Imperial Highway above LOS F. The intersection improvements for Bastanchury Road include:

- Intersection of Bastanchury Road and Imperial Highway - improvements to Imperial Highway include the addition of one through lane as well as one additional exclusive left-turn lane in each direction along Imperial Highway, for an ultimate configuration of: two exclusive left turn lanes, two through lanes and one shared through/right turn lane southbound; and one exclusive left turn lane, two through lanes, and one shared through/right turn lane northbound. This does not bring the intersection to levels above LOS F.

- Intersection of Bastanchury Road and Imperial Highway - improvements to Bastanchury Road include: Restriping of Bastanchury Road to provide one exclusive left-turn lane, to through lanes and one exclusive right-turn lane both eastbound and westbound to bring the intersection LOS to levels above LOS F.

- Intersection of Bastanchury Road and Valley View Avenue - install a traffic signal and restripe Bastanchury Road both eastbound and westbound to provide an additional through lane, for an ultimate configuration of: one exclusive left-turn lane, one through lane, and one shared through/right turn

lane on the eastbound approach; and one shared through /left turn lane and one shared through/right turn lane on the westbound approach.

- Intersection of Bastanchury Road and Lakeview Avenue - install a traffic signal at the intersection, and construct an exclusive right-turn lane eastbound. Additional right-of-way will be required along the south side of Bastanchury on the west leg of the intersection.

3. **Deficiencies Resulting From Inadequate Link Capacities**

For all arterial streets within the City of Yorba Linda, including Imperial Highway and Rose Drive, which are CMP designated streets, a Level of Service "D" is the target LOS for these streets. This target LOS is predicated on the policy that all reasonable efforts will be made to maintain this level, but that some major sources of congestion are beyond the City's control (for example, regional traffic on Imperial Highway, which is controlled by the State). In other cases, the cost or property impacts of extraordinary improvements may not be worth the tradeoff in improved LOS. Capacity analysis is based on the worst case scenario of development potential range for the underdeveloped areas in the sphere of influence. The locations where significant capacity deficiencies resulting in forecast Levels of Service E or F, with adjustments to reflect the extension of Valley View Avenue under the Alternative 6 scenario, according to the Traffic Circulation Study Draft Technical Report for the Circulation Element Study Report follow:

- Bastanchury Road between Valencia and Kraemer;
- Bastanchury Road between Rose Drive and Prospect;
- Eureka Avenue between Yorba Linda Boulevard and Imperial Highway;
- Fairmont Avenue between Cordova Lane and Rimcrest;
- Fairmont Avenue between Rimcrest and Village Center Drive;
- Imperial Highway from South City limits to Kellogg Drive;
- Imperial Highway between Kellogg Drive to Lakeview Avenue;
- Imperial Highway between Lakeview Avenue and Eureka Avenue;
- Imperial Highway between Eureka Avenue and Casa Loma Drive;

- Imperial Highway between Casa Loma and Bastanchury Road;
- Imperial Highway between Bastanchury Road and Prospect Avenue;
- Lakeview Ave between Yorba Linda Boulevard and Bastanchury Road;
- Prospect Avenue between El Cajon and Bastanchury Road;
- Richfield Road between Mariposa and Buena Vista Avenue;
- Richfield Road between Buena Vista Avenue and Yorba Linda Drive;
- Rose Drive between Yorba Linda Boulevard and Bastanchury Road;
- Rose Drive between Bastanchury Road and Imperial Highway;
- Valley View Avenue between El Cajon Avenue and Imperial Highway;
- Valley View Avenue between Imperial Highway and Bastanchury Road;
- Valley View Avenue between Bastanchury Road to the north City boundary.
- Yorba Linda Boulevard between La Palma and Avenida Adobe;
- Yorba Linda Boulevard between Avenida Adobe and Yorba Ranch Road;
- Yorba Linda Boulevard between Yorba Ranch Road and Village Center Drive;
- Yorba Linda Boulevard between Village Center Drive and Avenida Rio del Oro;
- Yorba Linda Boulevard between Avenida del Oro and Fairmont Boulevard;
- Yorba Linda Boulevard between Imperial Highway and Eureka Avenue;
- Yorba Linda Boulevard between Eureka Avenue and Jefferson Street.
- Gypsum Canyon Road between the 91 Freeway and La Palma

The Circulation Element recommends the improvement of the links along Imperial Highway to Modified Superstreet standards, under which classification the minimum design capacity is based on that of a modified major arterial with design capacity of six divided lanes and a ROW of 100 feet. However, if development to Modified Superstreet standard is implemented, the entire Imperial Highway facility will be operating as a high speed efficiency arterial with improved traffic operations and level of service due to signal coordination and timing optimization operation improvements. This in turn improves the overall circulation flow in the vicinity.

The section of Yorba Linda Boulevard between Kellogg Drive and Jefferson Street has been improved to a Major Arterial with six lanes divided. The widening results in an acceptable Level of Service at buildout only under the assumption that Valley View is not extended to Carbon Canyon Road. Under assumption of the extension of Valley View Avenue, a number of roadway segments, even with widening, will continue to operate at an unacceptable level of service. Under the average impact scenario of the Soquel Canyon/Tonner Canyon Feasibility Study, almost the entire length of Yorba Linda Boulevard will operate at LOS F with the Valley View extension. Only the roadway segments between Fairmont Boulevard and Imperial Highway will operate at an acceptable Level of Service.

4. Deficiencies Resulting from Inadequate Intersection Capacity

A number of intersections in the City which are currently not signalized warrant traffic signalization to improve intersection capacity at General Plan buildout. The following Exhibit C-2 and Table C-4 identify existing signalization and proposed signalization improvements in the City. An additional ten signals are warranted to improve traffic flow and safety within the City. These signals will help mitigate insufficient intersection capacity anticipated with General Plan buildout. The priority and responsibility for provision of the signals is outlined below.

Table C-4
Priority of Proposed Signals

City Signals	Priority	Developer Signals	Priority	State Signals	Priority
Buena Vista @ Lakeview	1	Bastanchury Rd. @ Fairmont Blvd.	1	Imperial Highway @ Prospect Ave.	1
Buena Vista @ Richfield Rd.	2	Esperanza Rd.@ Yorba Linda Blvd.	2		
Yorba Linda @ Via De La Escuela	3	Esperanza Rd. @ Paseo Del Prado	3		
Bastanchury Road @ Lakeview Avenue	4	Paseo De Las Palomas @ Paseo Del Prado	4		
		Paseo De Las Palomas @ Village Center Drive	5		

Note: "city" or "state" signal means City/State controlled signal.

SIGNALIZED INTERSECTIONS

LEGEND:

- ▲ EXISTING STATE SIGNAL
- ■ EXISITNG CITY SIGNAL
- ● PROPOSED CITY SIGNAL
- △ PROPOSED STATE SIGNAL
- ◕ EXISTING OTHER JURISDICTION SIGNAL
- * DUAL SIGNAL LOCATION FOR OFFSET STREETS

NOTE: "STATE SIGNAL" OR "CITY SIGNAL" MEANS STATE/CITY CONTROLLED SIGNAL.



ESTIMATED PRIORITY OF PROPOSED CITY SIGNALS

CITY SIGNALS

(1) BUENA VISTA AVENUE AT LAKEVIEW AVENUE
(2) BUENA VISTA AVENUE AT RICHFIELD ROAD
(3) YORBA LINDA BOULEVARD AT VIA DE LA ESCUELA
(4) BASTANCHURY ROAD AT LAKEVIEW AVENUE

DEVELOPER SIGNALS

(1) BASTANCHURY ROAD AT FAIRMONT BOULEVARD
(2) ESPERANZA ROAD AT YORBA LINDA BOULEVARD
(3) ESPERANZA ROAD AT PASEO DEL PRADO
(4) PASEO DE LAS PALOMAS AT PASEO DEL PRADO
(5) PASEO DE LAS PALOMAS AT VILLAGE CENTER DRIVE

STATE SIGNALS

(1) IMPERIAL HIGHWAY AT PROSPECT AVENUE

SOURCE: BSI CONSULTANTS. INC.

The City of

YORBA LINDA

THE PLANNING CENTER

Exhibit C-2

The following Table C-5 summarizes the impact of assigned buildout traffic volumes on specific intersections in terms of Volume to Capacity Ratios (V/C) and LOS as forecast under the Valley View Avenue extension scenario. The impacts of General Plan buildout without the extension of Valley View Avenue are summarized in the Chapter 5 - Alternatives section of the EIR.

Table C-5
Intersection Capacity Deficiencies

Location	Existing LOS AM/PM	Circulation Element Mitigation[2]	2010 LOS AM/PM[1]
Imperial Highway @ Bastanchury Road	D/E	Modified Superstreet Program	D/E
Imperial Highway @ Yorba Linda Blvd.	E/E	Modified Superstreet Program	E/F
Imperial Highway @ Rose Drive	F/F	Modified Superstreet Program, Improve Rose Drive to Major Arterial Classification	F/F
Imperial Highway @ Kellogg Eastbound	D/F	Modified Superstreet Program/Freeway Ramp	F/F
Imperial Highway @ Kellogg Westbound	E/F	Modified Superstreet Program/Freeway Ramp	F/F
Imperial Highway @ Prospect	D/D	Modified Superstreet Program	E/D
Imperial Highway @ Eureka Avenue	D/D	Modified Superstreet Program	D/E
Yorba Linda Blvd. @ Rose Drive	C/E	Improve Rose Drive to Major Arterial	F/F
Yorba Linda Blvd. @ Van Buren	A/B	Additional Turn Lanes	A/E
Yorba Linda Blvd. @ Eureka	A/A	Additional Turn Lanes	D/E
Yorba Linda Blvd. @ Paseo Las Palomas	B/A	Additional Turn Lane Improvements	F/D
Yorba Linda Blvd. @ Lakeview	C/E	Additional Turn Lanes	F/F
Yorba Linda Blvd. @ Ohio	B/B	Restripe to Widen to Six Lanes	F/F
Yorba Linda Blvd. @ Fairmont	F/D	Additional Turn Lanes, Extend Fairmont to La Palma	F/F
Yorba Linda Blvd. @ Ranch Road	B/A	Additional Turn Lanes	F/D
Yorba Linda Blvd. @ Rio Del Oro	F/C	Widen to 6 Lanes/Additional Turn Lanes	F/C
Yorba Linda Blvd. @ New River	A/B	Widen to 6 lanes	C/E
Yorba Linda Blvd. @ Village Center	C/C	Widen to Six Lanes	E/D
Fairmont Blvd. @ Esperanza	D/E	Localized Flaring to Accommodate Additional Turn Lanes	E/D
Bastanchury Rd. @ Rose Drive	B/A	Improve Rose Drive to major Arterial, Implement Bastanchury Road Improvements	E/F

[1] ICU Level of Service takes into account implementation of all feasible mitigation measures identified in Circulation Report.
[2] Identified mitigation measures may not represent adopted Circulation Element roadway classifications, but the classification required to mitigate conditions

Table C-5 reflects mitigated 2010 conditions, including the construction of a Modified Superstreet on Imperial Highway, the widening of Yorba Linda Boulevard to a six lane Modified Major Arterial Highway from Fairmont Boulevard to Jefferson Street, and the extension and widening of Bastanchury Road. The existing signalized intersections identified on the following Table C-5 will operate, according to City standards, at an unacceptable Level of Service E or F with General Plan buildout, even with the implementation of the mitigation measures previously identified. Many of these intersections currently operate at an unacceptable Level of Service.

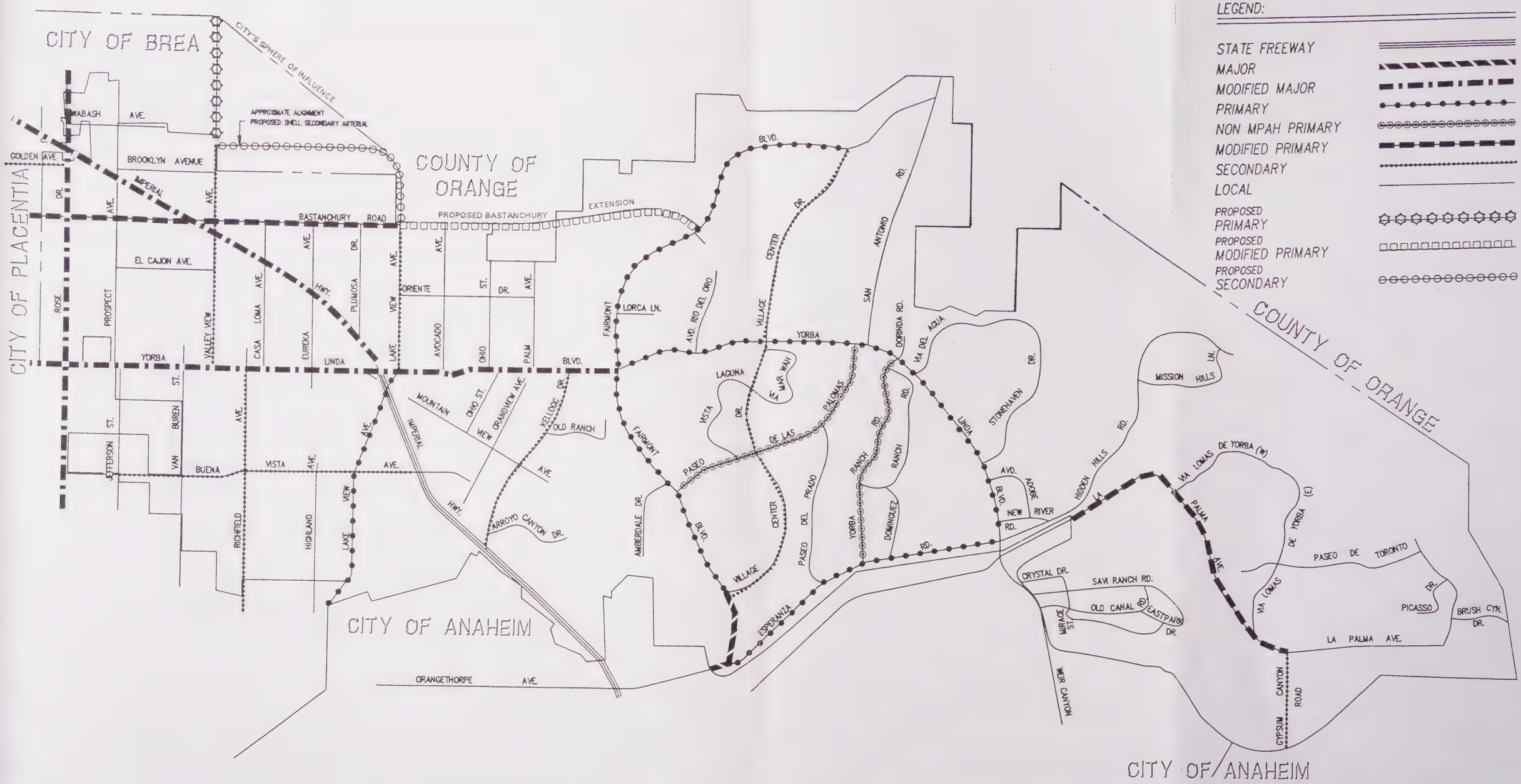
The construction of the Modified Superstreet program on Imperial Highway will improve intersection capacity deficiencies anticipated with General Plan buildout at its intersections with Bastanchury Road, Yorba Linda Boulevard, and Rose Drive. In some circumstances the AM Level of Service is maintained or improved over the current LOS to an acceptable Level of Service D with the Modified Superstreet improvements. However, the PM Levels of Service for all of these intersections remains at LOS E or LOS F, and cannot be mitigated to an acceptable Level of Service D. The recommended improvement of Rose Drive to its ultimate MPAH classification as a major arterial, and the extension of Bastanchury Road as a Modified Primary Arterial will mitigate deficiencies related to General Plan buildout at the intersections of Rose Drive with Bastanchury and Yorba Linda Boulevards. Ultimate buildout of the entire alignment of Yorba Linda Boulevard as a Modified Major Arterial would further mitigate deficiencies between Fairmont Boulevard and Esperanza Boulevard, although the Circulation Element currently does not reflect this measure.

Some of the intersections listed could be mitigated through traffic operations improvement such as traffic signal coordination and timing optimization. The traffic operational improvements are usually very effective for regional facilities such as Imperial Highway and Yorba Linda Boulevard. As well, the specific improvements discussed for Bastanchury Road, Yorba Linda Boulevard and Imperial Highway will further serve to mitigate the unacceptable Levels of Service.

C. Summary of Circulation Issues

The following indicates the significant circulation issues impacting the City of Yorba Linda and its sphere of influence. These issues have been identified by the consultant team and City analyses through the BSI Circulation Element Technical Report, and by input from the General Plan Steering Committee and the Yorba Linda Traffic Commission.

CIRCULATION ELEMENT



SOURCE: BSI CONSULTANTS, INC.

The City of

YORBA LINDA

THE PLANNING CENTER
GEOGRAPHIC INFORMATION SYSTEMS
1500 DOVE STREET, SUITE ONE HUNDRED
NEWPORT BEACH, CA 92660 (714) 851-9444

Exhibit C-3

1. Valley View Avenue represents a facility where differences exist between the MPAH system and the previous City of Yorba Linda Circulation Element. The General Plan Update brings this facility into conformance with the MPAH.

2. A system of roadways must be implemented that provides adequate capacity to accommodate traffic generated by land uses in the City at an acceptable Level of Service to the community. For those arterial streets not included as a part of the CMP system, a threshold Level of Service "D" is the minimum acceptable level of service for these arterial streets. A threshold Level of Service "D" has also been established by the City as the minimum acceptable LOS for Imperial Highway and Rose Drive, which are the two arterial roadways within the City of Yorba Linda included in the CMP system. Existing operations analysis for the arterial streets indicates that twenty-one roadway links in the City will be operating at unacceptable levels of service due to deficiencies resulting from inadequate link capacities which exceed the LOS "D" thresholds. Factors contributing to unacceptable levels of service include the extension of Valley View, roadway configuration, and regional through traffic. Intersection capacity deficiencies have been identified at locations along Imperial Highway, Yorba Linda Boulevard and Bastanchury Road, as indicated on Table C-5.

3. The extension of Bastanchury Road between Lakeview and Fairmont Boulevard is necessary to provide additional east/west circulation capacity.

4. The impacts of truck traffic should be minimized, particularly in residential areas.

5. The impact of traffic on adjacent land uses should be minimized.

6. Alternate modes of transportation should be encouraged to reduce automobile traffic and provide options for both commuter and recreational travel by alternate modes.

7. The continuation of a major road fee program is essential in order to properly respond to the proportion of traffic contributed by development projects to the arterial highway system. From time to time, the specific provisions of the program may need to be modified in order to respond to changing conditions or circumstances. This is quite appropriate, given the extent of monitoring that will be conducted as build out of the General Plan proceeds and regional growth pressures continue to impact major routes through the City.

The increase in total citywide trip generation at build-out of the General Plan, in conjunction with the issues identified above, will require: (1) installation of ten new traffic signals within the planning area; (2) extension of existing roadways and improvements to bring existing roadways into conformance with the MPAH, CMP, regional and local transportation studies; (3) implementation of transportation demand

management programs; and (4) measures to protect residential areas from the impacts of through traffic. The goals and policies of the Circulation Element have been designed to provide a transportation network with adequate capacity to accommodate build-out of the Land Use Element and include mechanisms to monitor and maintain acceptable traffic conditions over time as development occurs.

IV. GOALS AND POLICIES

Goal 1 **To develop a circulation system that meets the needs of current and future residents of the City, has adequate capacity for projected future traffic demands at acceptable levels service, and facilitates the safe and efficient movement of people and goods throughout the City.**

Policy 1.1 Develop and maintain a road system that is based upon, and is in balance with, the Land Use Element of the General Plan.

Policy 1.2 Utilize a roadway classification system that is based on functional hierarchy and conforms to the Orange County Environmental Management Agency (OCEMA) classification system.

Policy 1.3 Develop street design standards that conform with Caltrans and OCEMA Highway Design Manuals to the greatest extent feasible. Standards should include recommended design parameters, such as right-of-way widths, design speeds, capacity, maximum grades and associated features, including medians and bicycle lanes.

Policy 1.4 Establish appropriate thresholds and performance standards for acceptable levels of service. On the arterial street system, such Level of Service thresholds should conform to the CMP and other City-wide standards.

Policy 1.5 Establish local street design standards that discourage their use for through traffic movement through residential communities.

Policy 1.6 Locate new developments and their access points in such a way as to discourage through traffic from utilizing local and residential streets.

Policy 1.7 Provide, where feasible, increased east-west traffic capacity through the City.

Policy 1.8 Require that proposals for major new developments include traffic impact analysis which identifies measures to mitigate the traffic impacts of such new developments.

Policy 1.9 Maintain a City-wide Major Thoroughfare Traffic Impact Fee Program.

Policy 1.10 Work jointly with adjacent jurisdictions to achieve capacity improvements for intersections outside of the City of Yorba Linda, but which have significant impacts on the City (such as the intersection of Imperial Highway and Esperanza Boulevard in the City of Anaheim).

Goal 2

Support development of a network of regional roadway facilities which ensures the safe and efficient movement of people and goods from within the City to areas outside its boundaries, and which accommodates the regional travel demands of areas outside of the City.

Policy 2.1 Coordinate roadway improvements with applicable Regional, State and Federal Agencies.

Policy 2.2 Develop an Arterial Highway System in the City that is in conformance with, and provides continuation for the Orange County Master Plan of Arterial Highways.

Policy 2.3 Support the addition of capacity enhancement improvements such as high-occupancy vehicle lanes, general purpose lanes and auxiliary lanes to the Riverside Freeway (S.R. 91).

Policy 2.4 Support, with modifications, the County of Orange Superstreet Program, that proposes development of high speed arterial street system, only in the six-lane modified configuration. Discourage the development of Imperial Highway to an eight lane Superstreet configuration.

Policy 2.5 Participate in the County of Orange Arterial Street Traffic Signal Coordination, Synchronization and Timing Optimization Program.

Policy 2.6 Enable regional traffic to flow through the City with minimum impact to local residents and businesses through clear delineation of major thoroughfares from the local community circulation network and supporting traffic control measures.

Goal 3

Maximize the efficiency of the City's circulation system through the use of transportation system management and demand management strategies.

Policy 3.1 Participate in the State and Regional Transportation Systems Management Programs.

Policy 3.2 Provide for safe and efficient traffic operations, by adopting the Manual on Uniform Traffic Control Devices, and State and Regional Traffic Operations Manual as City standards for the installation and operations of traffic control devices.

Policy 3.3 Development of Congestion Management Programs, including conformance to the SCAQMD Regulation XV, and development of Transportation Demand Management Ordinance conforming to County-wide requirements.

Policy 3.4 Promote ridesharing through publicity and provision of information to the public.

Policy 3.5 Provide bus turnouts where appropriate along heavily travelled arterials to improve the capacity and minimize delay on such arterial streets.

Policy 3.6 Encourage employers to reduce vehicular trips by offering employees incentives such as reduced rate transit passes as well as preferred parking for carpools and ridesharing.

Policy 3.7 Require that new developments provide Transportation Demand Management Plans, with mitigation monitoring and enforcement plans, as part of required Traffic Studies, and as a standard requirement for development processing.

Policy 3.8 Implement intersection capacity improvements where warranted by traffic demand.

Goal 4

Preserve existing, and provide additional landscaped transportation routes which complement the beauty of landscaped communities and existing landscaped settings in order to provide pleasant and beneficial driving environments while maintaining traffic safety.

Policy 4.1 Provide landscaping along medians and parkways that is responsive to the existing terrain and streetscape patterns.

Policy 4.2 Protect rights-of-way along scenic corridors to maintain existing landscape.

Policy 4.3 Create more scenic highways from the arterial street system, with rights-of-way dedicated to landscape and other scenic enhancements.

Policy 4.4 Provide for maintenance of existing and future landscaped rights-of-way and easements.

Policy 4.5 Encourage the creation of new, and continuation of existing landscape maintenance districts.

Goal 5 Development of an Efficient Public Transportation System.

Policy 5.1 Encourage the development of additional regional public transportation services and support facilities.

Policy 5.2 Cooperate with the Orange County Transportation Authority to investigate a light rail system/commuter rail system that will serve the citizens of Yorba Linda.

Policy 5.3 Require new development to fund transit facilities, such as bus shelters and turn outs.

Policy 5.4 Promote improved shuttle service in Yorba Linda, including "Dial-A-Ride" service.

Policy 5.5 Implement the development of currently planned and future "Park and Ride" facilities.

Goal 6 Development of an Efficient Non-Motorized Vehicle Transportation System.

Policy 6.1 Encourage the development and maintenance where appropriate of safe and convenient non-motorized movement of people throughout the City.

Policy 6.2 Pursue the continued development and maintenance of a Bikeway Master Plan that will be consistent with that of the Orange County Master Plan of Bikeways.

Policy 6.3 Pursue the development and maintenance of a Sidewalk Master Plan which would provide pedestrian linkages throughout the City in a safe, pleasing manner through provision of rest and seating stops, adequate lighting and landscaping.

Policy 6.4 Encourage the continued development and maintenance of a Master Plan of Equestrian Trails for those areas amenable to equestrian activities.

Policy 6.5 Encourage the development and maintenance of hiking trails.

Policy 6.6 Require that accessible and secure areas for bicycle storage are provided in all new commercial developments and public areas, such as parks and recreation facilities.

Goal 7 Develop a transportation system that provides adequate facilities for heavy vehicle traffic, while reducing the environmental impacts of such vehicle classification on the community.

Policy 7.1 Continue implementation of a preferred truck route program, provide truck restriction signs and enforcement mechanism to ensure compliance, while providing for trucks to make local deliveries using the most direct connection route.

Policy 7.2 The City shall pursue the most effective and efficient truck routes which safeguard the protection of its residents.

Policy 7.3 Ensure that existing and proposed future truck routes are designed to safely accommodate truck travel.

Policy 7.4 Mitigate the environmental impact of truck traffic along the designated Imperial Highway truck route.

Policy 7.5 Regulate on-street parking of trucks where necessary to discourage truck parking on major arterials, residential streets or at other locations where they are incompatible with adjacent land uses.

Policy 7.6 Provide sufficient truck loading areas to minimize interference of truck traffic with efficient traffic circulation.

Policy 7.7 Maintain the current truck weight limitation ordinance as part of the municipal code and implement provisions for enforcement, including development of traffic indices and pavement structural strength evaluation.

Policy 7.8 Implement a street maintenance program that responds to the need for provision of more effective maintenance of streets with truck traffic.

Goal 8 Limit the transport of hazardous materials through the City of Yorba Linda in conformance with the State and County HAZMAT program.

Policy 8.1 Implement a HAZMAT route that is in conformance with HAZMAT and Emergency guidelines and complements the designated truck route and preferred truck route policy of the City of Yorba Linda.

Policy 8.2 Require that the transportation of hazardous materials generated within the City be accomplished through the most direct route to the designated HAZMAT routes and to the nearest designated Hazmat Freeway, as discussed in the Safety Element of the General Plan.

Goal 9 Develop an efficient parking system that supports a safe vehicular transportation system, while minimizing the friction between parked and moving vehicles.

Policy 9.1 Restrict over-night parking on selected arterial highways.

Policy 9.2 Regulate on-street parking of trucks where necessary to discourage truck parking on major arterials, residential streets or at other locations where they are incompatible with adjacent land uses.

Policy 9.3 Encourage the development and maintenance of adequate parking facilities commensurate with parking demand.

Policy 9.4 Require that all new developments provide adequate parking to meet the parking demands generated by their development.

Policy 9.5 Continue development and maintenance of off-street parking facilities.

Policy 9.6 Prohibit on-street parking on major arterials.

V. IMPLEMENTATION PROGRAMS

A. Prepare Annual Seven-Year Capital Improvement Program

A1 The City will prepare an annual update to its Seven Year Capital Improvement Program. This will include the list of infrastructure improvements intended to be implemented by the City over the next seven year period, a priority ranking of those projects, and identifiable sources of funding to finance implementations of each improvement project.

A2 As part of the annual Capital Improvement Program, the City will review the need for installation of additional traffic signals. The City will also participate in inter-City traffic signal coordination projects and allocate funding for the periodic evaluation of signal timing in the City so as to maintain efficient signal phasing and timing responsive to current traffic volumes being experienced in the City.

B. Design Standards

B1 The City will maintain the adopted Orange County Road Department Standards for each type of roadway facility shown on the Circulation Plan. These standards will stipulate the required right-of-way dedication, number of lanes, pavement width, pavement cross-section, parkway treatment, median design where appropriate, parking restrictions, maximum allowable grades and radius of curvature, for each arterial classification. Standards for roadways in Yorba Linda will be compatible with the standards established by the County of Orange and the Guidelines and Landscape Design Manual of the City. Included will be guidelines for driveway placement, intersection site distance, medians, landscaping, bike lanes, bike paths, sidewalks and equestrian trails.

B2 Develop traffic signal design guidelines, stop sign installation standards, and other traffic control standards that adopt OCEMA/CALTRANS Highway Design Manual standards.

B3 Adopt performance standards for acceptable levels of service.

B4 Form landscape maintenance districts in new developments, including the Shell and Murdock properties, and other similar projects.

C. Right-of-Way Dedication

C1 Throughout the site plan review process for new or expanded development projects the City will require: the dedication of appropriate rights of way to allow for the construction of roadways shown on the Circulation Plan in accordance with the roadway standards established by the City Traffic Engineer; the mitigation of off-site traffic impacts to the maximum extent possible; and ensure coordination of project phasing with the construction of on-site and off-site circulation improvements. This includes the extension of Bastanchury Road, Fairmont Boulevard, and major circulation routes through the Shell Property and other future developments, including the Murdock Property, if any.

C2 Major new developments may be required to dedicate additional rights-of-way beyond the standard street section for landscaping.

D. Fiscal Programs

D1 Infrastructure Cost Allocation/Reimbursement Program: The City will develop a program for the equitable allocation of costs of infrastructure improvements amongst developments which generate the need for said improvements. A phasing/improvement plan will be included that identifies project specific improvement responsibilities and requires fair share funding for cumulative circulation improvements. Improvements which mitigate specific project related impacts will be constructed or funded by the individual project applicant.

D2 Traffic Systems Fee: New development and any substantial improvement which results in a net increase in the number of vehicle trips generated by a development will pay a Traffic Systems Fee to the City to assist in financing improvements to the City's circulation network.

D3 Major Thoroughfare Traffic Impact Fee Program: Maintain a Major Thoroughfare Traffic Impact Fee Program to fund construction of major highway facilities for the City of Yorba Linda. This entails the development of financing plans to construct identified new highway capacity needs, with emphasis on the traffic impact fee program as the main source of revenue. The program must be consistent with the Traffic Impact Mitigation Fee Program of the County of Orange Growth Management Plan.

E. Regional Coordination

E1 Inter-Agency Coordination: City staff will participate in programs with other governmental agencies, with respect to program or policy directions relating to transportation facilities that affect Yorba Linda.

E2 Superstreet Program: The Orange County Transportation Authority (OCTA) Superstreet program proposes to provide additional capacity and improve peak period traffic flow along Imperial Highway. Under this program, Imperial Highway is designated to be improved to Modified Superstreet standards, under which classification it would be operating as a six lane, high speed modified major arterial. Additional turn lanes will be provided at selected intersections, and traffic signals will be coordinated to foster improved traffic flow. The City should coordinate with the OCTA on the landscaping for the Imperial Highway Superstreet.

E3 Maintain and update as required the adopted TDM ordinance which encourages new and existing employers to participate in TDM programs.

E4 Participate in the County-wide Congestion Management Program and submit required CMP qualifications documentation to insure that CMP funding for system improvements benefitting Yorba Linda is obtained.

E5 Participate in the Measure M Program by meeting the qualifications required of a developed city and submitting qualifications packages to the Orange County Transportation Authority according to prescribed procedures to obtain Measure M funding.

F. Implement Land Use Element

F1 Implement the General Plan land use policies through mechanisms such as revisions to the Yorba Linda Zoning Code, and adoption of the Area plan recommendations and standards.

F2 Neighborhood Protection Measures: The City shall develop neighborhood protection measures for residential areas of the City which discourage use of residential streets as alternate routes during peak travel periods. Such plans may incorporate the following types of mechanisms which might be appropriate for certain areas of the city: traffic diverters; street closures; signal phasing; speed limitations, etc.

G. Truck Route

G1 The City will enforce its truck route plan identifying that Imperial Highway be posted as the designated truck route and which roadways will be posted with weight limit restrictions to discourage their use by heavy vehicles.

G2 Construct acoustic walls along truck routes in residential areas to mitigate truck traffic noise.

G3 Implement a pavement management system that ensures regular pavement resurfacing for truck routes.

H. Non-Motorized Transportation

H1 The City will review the existing pedestrian facilities in the City to identify needs for off-street pedestrian trails, locations where sidewalks need to be improved or constructed, areas of high pedestrian activity, and prioritize locations where improved pedestrian facilities are desired as part of the Annual Capital Improvement Program. Provision of pedestrian facilities would be consistent with the policies of the Land Use and Recreation Resources Elements, and will be required in new developments.

H2 The Recreation/Resource Element establishes a plan for bicycle facilities indicating where bicycle routes, lanes and paths exist and/or will be developed in the City. The Element is developed to promote a safe bicycling environment. Off-road bikeways will be provided along major arterials, with well marked, standardized bikeways within the public right-of-way where off-road separation is not feasible. Proposed developments will include bicycle paths or lanes in street plans where appropriate.

H3 A survey will be conducted to identify areas which require provision of bicycle facilities. Commercial development would be required to install bicycle racks, where feasible, to promote alternative modes of transportation.

H4 Implement recommendations of the City of Yorba Linda "Park and Ride" Study where appropriate.

H5 Require new development to fund transit support facilities, such as bus shelters and turn out lanes, along existing and proposed bus routes in the City.

I. Parking

Require that new developments submit a parking demand analysis as part of necessary traffic impact studies to the City Traffic Engineer for review and approval.

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Chapter Four

RECREATION AND RESOURCES ELEMENT

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RECREATION and RESOURCES ELEMENT

I. INTRODUCTION

The Consolidated Recreation and Resources Element consists of seven sections. Due to the close interrelationship between content and goals and policies of the mandated Open Space and Conservation Elements and the City's Parks and Recreation and Trails Elements (non-mandated), these components are integrated into one all-encompassing Element.

Open space is an essential element in maintaining the high quality of life in Yorba Linda. It provides a multitude of functions that are beneficial to the community. Some of these functions include: the provision of recreation areas; protection of viewsheds; preservation of natural resources; avoidance of development in hazardous areas; and the establishment of buffers between incompatible land uses. Approximately one quarter of Yorba Linda is preserved for permanent open space. This significant amount of open space is one of the key features defining the character and urban form of the City.

The purpose of the Yorba Linda Consolidated Recreation and Resource Element is:

- To assure the continued availability of predominantly open land for the enjoyment of scenic beauty, for recreation, and for preservation of natural resources;
- To guide development in order to make discerning use of the City's natural, environmental and cultural resources;
- To maintain and enhance the City's valuable natural resource areas necessary for the continued survival of significant wildlife and vegetation;
- To provide the foundation for a comprehensive open space management system involving three relevant categories of open space.
- To establish the basis for City collaboration with adjacent jurisdictions in broader open space and environmental resource management, including establishment of linkages with adjoining open spaces and trail systems.
- To support the commitment to preservation of a high quality of life for the residents of Yorba Linda.

Section I contains the introductory discussion and overview of the Element, documents consistency with the Government Code requirements, and describes related plans and programs which have important implications for the management of Yorba Linda's open space and recreation system. Section II presents the goals and policies which will guide the effective

management and preservation of its open space resources. Many of the goals and policies are derived from related plans and programs that effect the open space resources in and around the City. Section III lists the Implementation Programs. Sections IV, V, VI and VII present Parks and Recreation; Trails; Open Space; and Conservation Components respectively. Each of these major components contributes to a comprehensive open space system, and is addressed in this element. Exhibits will depict the Open Space Categories, Significant Natural Resources, Managed Production of Resources, Parks and Recreation Facilities, and the Trails system graphically, identifying existing and planned open space, parks, trails and conservation areas within the City. The categories are further defined and classified in each of the individual Components that comprise the total Element. The General Plan Technical Document/EIR provides the necessary background information for this Element.

A. Authorization and Scope

1. Open Space Element

California Government Code Section 65302(e) requires that an Open Space Element be prepared as one of the seven mandated elements of a General Plan. The intent of the Code is to assure that cities and counties recognize that open-space land is a limited valuable resource which must be conserved wherever possible. The purpose is also to assure that every city and county will prepare and carry out open-space plans which, along with state and regional open-space plans, will accomplish the objectives of a comprehensive open-space program.

The Open Space Element must contain goals and policies concerned with managing all open space areas, including undeveloped "wilderness" lands and outdoor recreation uses. The Government Code defines that open space should be preserved:

- For the preservation of natural resources;
- For the managed production of resources;
- For recreation; and
- For public health and safety.

2. Conservation Element

Government Code section 65302 (d) requires that all General Plans shall include: "...A Conservation Element for the conservation, development and utilization of natural resources including water and its hydraulic force, forests, soils, rivers and other waters, harbors, fisheries, wildlife, minerals, and other natural resources."

The Conservation Element overlaps provisions found in the Open Space, Land Use, Safety and Circulation Elements. It differs, however, from other portions of the General Plan in that it is almost exclusively oriented toward natural resources. The Conservation Element emphasizes the conservation, development and use of specified resources. The Conservation Element must contain goals and policies that further the protection and maintenance of the State's resources such as water, soils, wildlife, minerals, and other natural resources, and prevents their wasteful exploitation, degradation, and destruction. The Conservation Plan identifies those undeveloped lands that contain open space for the preservation of natural resources, open space for the managed production of resources, and open space for public health and safety. This Conservation Element's goals and policies were formulated as ways in which these lands can benefit the City as open space resources.

3. Parks and Recreation/Trails Element

California State law does not mandate the preparation of a Parks and Recreation Element or Trails Element of the General Plan. However, they are often prepared by cities and counties due to the concern of providing sufficient parkland for residents, relationship of park space to a city's entire open space resources , and requirement for preparation as a condition of use of the Quimby Ordinance. The Parks and Recreation/Trails component of this Element focuses on the City's existing and future parkland and trail system, and the policies for the enhancement and maintenance of these facilities.

B. Related Plans and Programs

There are a number of plans and programs which are directly applicable to the aims and objectives of this combined Element, which are related to the local and regional open space system of Yorba Linda. They are enacted through Federal, State, County and local legislation and are administered by a variety of different agencies or special districts. Together, they help form the open space system for Yorba Linda as well as the regional open space system for northeast Orange County, as well as portions of San Bernardino and Riverside Counties. The relevant goals and policies from these related plans and programs, where appropriate, have been adapted to and incorporated into the Element to ensure the continued preservation of local and regional open space resources.

1. California Environmental Quality Act (CEQA) Law and Guidelines

CEQA was adopted by the State legislature in response to public mandate that called for a thorough environmental analysis of those projects that might adversely affect the environment. The provisions of the law, review procedure,

and any subsequent analysis are described in the CEQA Law and Guidelines as amended in 1986. CEQA will continue to be instrumental in ensuring that the impacts of all potentially significant projects are assessed by City officials and the general public.

2. City of Yorba Linda General Plan Elements

The City's Land Use Element contains the Open Space land use designation that encompasses open space land uses. The Open Space designation includes most of the existing and planned open space that exists in the City's planning area, including active and passive parkland and natural open space. The Open Space designation also includes the potential development of the North Orange County Community College site. The Circulation Element prescribes arterial highway routes requiring scenic treatment. The Growth Management Element states the level of service (LOS) required as policy, including specifications for park and open space areas.

3. City of Yorba Linda Parks and Recreation Element and Master Plan of Trails

Plans and programs that have been developed and implemented in Yorba Linda related to conservation and open space include the Yorba Linda Master Plan of Recreation and Parks (1982 Parks and Recreation Element), and the 1982 Master Plan of Trails. Relevant material from these documents has been incorporated into this General Plan Update. The General Plan Update Parks and Recreation/Trails Element components will support the implementation of the goals and policies contained in this Recreation and Resource Element.

4. County of Orange Recreation Element

The County of Orange Recreation Element contains policies pertaining to the acquisition, development, operation, maintenance and financing of the County's recreation facilities, which include regional recreation facilities, local parks and riding and hiking trails.

5. County of Orange Resources Element

The County's Resources Element includes an inventory of the county-wide resources such as agricultural, mineral, and wildlife resources, energy, water, air, open space, and cultural-historic resources. The Element also includes goals, policies and programs for the development, management, preservation, and conservation of the county's resources. This Element provides regional resource

information for Yorba Linda and immediately surrounding areas, particularly in unincorporated territory.

6. Chino Hills State Park General Plan

The Chino Hills State Park Plan, prepared by the California Department of Parks and Recreation, establishes objectives for the area's natural and cultural resources, visitor use, facility development, interpretation, general operation, and coordination with other public and private entities. The Plan provides goals, policies and implementation actions that affect the interface and trail linkages with the Park with significant open space areas of Yorba Linda.

II. GOALS, POLICIES AND ACTIONS

Goal 1 **To permanently preserve and maintain public and private open space.**

Discussion A significant portion of Yorba Linda is devoted to open space. Much of it is in large residential lots, particularly in hillside areas. It is the large amount of open space that establishes the rural character of the City. Open space provides residents a sense of community identity, a high standard of living and civic pride. It is one of the primary reasons why residents have chosen to live in the City. A careful blending of development and open space within the City is essential in the continuation and enhancement of quality of life in the City. The preservation and maintenance of open space is one of the major unifying values of residents.

Policy 1.1 Mitigate the impacts of development on sensitive lands such as steep slopes, cultural resources and sensitive habitats through the development review process.

Policy 1.2 Preserve and protect the scenic and visual quality of canyon and hillside areas as a resource of public importance.

Policy 1.3 Achieve the retention of permanent open space through dedication as a part of the development site plan and subdivision/review process.

Policy 1.4 Concentrate higher intensity recreation uses in areas containing less sensitive resources and landforms and preserve the most sensitive landforms and natural resources as passive open space.

Policy 1.5 Insure that conversion of open space from vacant or passive status to permanent resource conservation or active recreation use is accompanied by a thorough analysis of site characteristics and potentials justifying the permanent open space use.

Goal 2 **To provide a balanced system of public and private parks and recreation facilities achieved in cooperation with the Yorba Linda Parks and Recreation Department, School Districts and private community associations.**

Discussion A considerable amount of the open space in Yorba Linda is comprised of public and private park sites and recreational facilities. Active recreation and supporting facilities are highly valued by the City. The operation and maintenance of park and recreation facilities is the responsibility of the Yorba Linda Parks and

Recreation Department and private community associations. It is important to the City that all park and recreation facilities are preserved and properly managed.

Policy 2.1 Provide park and recreational facilities that meet the needs of senior citizens, young adults, children, disabled individuals and families.

Policy 2.2 Ensure that park sites and programs are accessible to all residents.

Policy 2.3 Provide high quality existing and new facilities which are compatible with adjacent land uses.

a. Develop master site plans for each park to ensure that the siting of buildings, open air facilities and landscape are unified, functionally related to efficiency, and compatible with adjacent uses.
b. Design and develop parks to complement and reflect their natural environmental setting and maximize their open space character.
c. Design and improve neighborhood and community parks so that uses and parking do not adversely impact adjacent residences, and landscaping is compatible with adjacent areas.

Policy 2.4 Facilitate cooperative joint use of school facilities and programs for enhancement of recreation programs.

Policy 2.5 Pursue the construction of public golf courses in the City.

Policy 2.6 Provide both active and passive park sites within the City.

Policy 2.7 Maintain and enhance existing park sites within the City.

Policy 2.8 Permit flexible park planning and design where recreation value can thereby be improved. Provide a diversity of uses and facilities within park sites.

Policy 2.9 Ensure a park master planning process that is responsive to community input.

Policy 2.10 Identify recreational uses for the Yorba Linda Lakebed.

Policy 2.11 Investigate the feasibility of utilizing underground water reservoirs for recreation purposes through a joint use agreement with the Yorba Linda Water Department.

Policy 2.12 Actively pursue the development of existing park facilities to their maximum potential.

Goal 3 Provide park facilities to meet the needs of existing and future residents, including acreage to offset the current deficit and provide for projected population growth.

Discussion There is a need for improved parkland for existing residents based on current standards of 4 acres of parkland per 1000 population. However, the need is augmented by the joint use of school facilities, the abundance of nearby regional parks, and the proximity of the Chino Hills State Park. As development continues, it will be necessary to expand the park and recreation system and pre-select future park sites so that park and recreation services can be provided at the time of development. As the Yorba Linda planning area's open spaces are reduced by new development, there will be significantly increased demands to set aside lands for recreational purposes.

Policy 3.1 Require that 4.0 acres per 1,000 population be maintained as the City's parkland standard.

Policy 3.2 Establish the following as initial standards for park development:

a. Mini-Park: 2,500 square feet to 2.5 acres
b. Neighborhood Park: 2.5 to 5.0 acres, within 1/2 mile of its users
c. Community Park: 5 to 20 acres, within 1/2 to two miles of its users
d. Regional Park: 100 acres or greater, within a one-half hour drive

Policy 3.3 Pursue the development of portions of the Santa Ana River, Featherly Regional Park, the Yorba Linda Lakebed and flood control drainages and detention basins for recreational uses which will not inhibit flood control purposes, or impact important visual open space, natural habitat areas, nor be adversely impacted by flooding.

Policy 3.4 Require that adequate acreage, per the City standard, of new parklands (minimum of five contiguous acres) be dedicated on-site as part of any new development, unless it becomes the objective of the City to develop a park to serve the subdivision at an alternative location, wherein in-lieu fees will be provided.

Policy 3.5 Pursue and acquire an appropriate site for a sports facility within the City which encompasses a broad array of active recreational facilities as described on pages RR-38 and RR-39.

Goal 4

Ensure adequate funding sources for acquisition, operation and maintenance of park and recreation facilities within the City.

Discussion It is probable that Quimby Act Funds and general revenue to the City will be insufficient to acquire, develop, maintain, and operate recreational programs at new park sites to meet anticipated demands. Other funding sources will have to be identified. Parkland in-lieu fees are intended to be spent to provide park space to serve the populations in the subdivisions in which they are collected. Fees may be used for the development of new, or improvements to existing park and recreational facilities.

Policy 4.1 Continue to require developers of residential subdivisions to provide land or in-lieu fees based on the City's formula of number of units and cost of land to fund parkland acquisition and improvements. Fees shall be reviewed annually.

Policy 4.2 Develop fiscal criteria for the effective allocation of public resources for park and recreation facilities.

Policy 4.3 Identify new sources of funding for park and recreational facilities.

a. Continue and expand mechanisms by which the City may accept gifts and dedications of parks, open space and facilities.

b. Consider the sale of bonds, user fees, assessment districts and other sources that may be identified at a future date for park development and maintenance.

Policy 4.4 Provide recreational facilities which are functional and are designed for cost effective maintenance.

Policy 4.5 Establish agreements wherever possible between the City and other public agencies for the purpose of development, operation, use and maintenance of recreation facilities.

Policy 4.6 Plan recreational facilities to limit liability to the City and to protect the health and safety of citizens utilizing those facilities.

Goal 5

Establish a trail system that meets the riding, hiking and bicycling needs of residents.

Discussion Yorba Linda provides a comprehensive system of riding and hiking trails and bikeways. A major intent of this goal is to afford citizens opportunities for trail oriented recreation activities. These facilities are intended to also enhance open space opportunities by providing non-vehicular linkages to open space areas and recreational facilities. Several of the trails are part of a regional system that provide linkages to Chino Hills State Park and the Orange County Santa Ana River Trail facilities located outside of the City. Expansion of such linkages is part of this goal intent. The trails network is a valued component of the open space system.

Policy 5.1 Require the dedication of right-of-way and construction of public trails as a condition of approval of development projects.

Policy 5.2 Separate trails from vehicular traffic wherever possible.

Policy 5.3 Create bikeways which correlate with the circulation system.

Policy 5.4 Provide for the construction of staging areas and trail connections that provide access to Chino Hills State Park.

Policy 5.5 Complete the equestrian trail network through the community, with particular emphasis on extension of trails through the Shell and Murdock Properties, and connections into Chino Hills State Park.

Policy 5.6 Continue regional trail systems maintenance and operation within the City by the Yorba Linda Parks and Recreation Department or the Public Works Department.

Policy 5.7 Route bikeways and multi-purpose trails to facilitate access to open space areas, recreational facilities, schools and shopping areas.

Policy 5.8 Locate trails along designated scenic corridors wherever environmentally, physically, and economically feasible.

Policy 5.9 Encourage commercial, office, industrial and multi-family residential developers to provide local bicycle trails and rack facilities within their projects as conditions of development.

Policy 5.10 Solicit and utilize all sources of local, regional, State and Federal funds to plan, acquire right-of-way and construct bikeways and equestrian trails, including such sources as SB 821 and SB 244 funds.

Policy 5.11 Assign priority to the completion of fragmentary portions of trails which currently exist in the City to ensure continuity and connection of all links in the trail system.

Goal 6 Permanently preserve visual resources along existing and planned landscape corridors.

Discussion Landscape corridors provide open space relief along highways and pedestrian ways and add to the open space character of the city. The intent is to maintain and enhance landscaped corridors through sensitive design and appropriate regulations.

Policy 6.1 Impose conditions on new development along landscaped corridors to preserve unique visual features.

Policy 6.2 Design roadways that have visual quality and riding comfort. Design curves to take advantage of natural or man-made scenic features.

Policy 6.3 Incorporate pedestrian, equestrian and bicycle trails into the right-of-way of landscaped corridors.

Goal 7 To permanently preserve natural resource areas of community and regional significance.

Discussion The interrelationships between local communities and the surrounding natural environment help establish a community as a desirable and healthful place to live. The preservation of natural resources help to preserve biological diversity, provides passive recreation and educational opportunities, facilitates the maintenance of natural, life-sustaining systems, and gives people the opportunity to witness wildlife in natural environs. The preservation of natural resources is a long term benefit for all. The intent is to identify, preserve and manage natural resources within and adjacent to the community as described in the Conservation Component.

Policy 7.1 Preserve sensitive species and plant communities and wildlife habitats to the maximum extent possible through open space dedication and easements, creative site design and other workable mitigation actions.

Policy 7.2 Require that appropriate resource protection measures are prepared and incorporated into development proposals.

Policy 7.3 Conserve resource areas which are preserved through public and private acquisition by an aggressive open space management program including such techniques as revegetation, educational projects and other appropriate means.

Policy 7.4 To the extent possible under the City's authority, manage the open space resources within and adjacent to the Santa Ana River Corridor, Featherly Regional Park, Brush Canyon, the Yorba Linda Lakebed, and the Chino Hills State Park in order to preserve their open space and resource conservation value where appropriate and capitalize on their recreation value where that is appropriate.

Policy 7.5 Require the delineation of permanent open space areas within the Shell and Murdock Area Plans through more detailed development planning so that the steep slopes and important natural resource areas can be properly preserved and protected through specific plans or other appropriate development regulations.

Policy 7.6 Require development proposals in areas expected to contain important plant communities and wildlife habitat to provide detailed biological assessments.

Policy 7.7 Seek preservation of the mountain lion corridor from Coal Canyon to the Chino Hills area with particular emphasis on establishing a workable means of mountain lion passage through the Saba Property.

Policy 7.8 Maintain an inventory of existing sensitive resources in and adjacent to the City through periodic updates of the General Plan Technical Document.

Policy 7.9 Limit designated open space areas that contain sensitive biological resources to passive recreation uses.

Goal 8 To permanently preserve and protect sensitive hillside areas within and adjacent to the community.

Discussion The hillsides of Yorba Linda are a valuable asset to all residents. Hillside areas offer aesthetic rewards to some residents, provide desirable residential opportunities, a place for recreation for many others, and a means for preserving other valuable resources of the City. They help to form the open space character and promote a lifestyle for the City. These areas deserve special attention and should be protected from insensitive development. Public views should be conserved and the natural vegetation should be retained as much as possible, modified mainly for fire protection purposes where necessary.

Policy 8.1 Provide for the preservation of sensitive hillside and canyon areas within the City.

Policy 8.2 Respect the natural landform as a part of site planning and architectural design to minimize grading and visual impact.

Policy 8.3 Control erosion during and following construction through proper grading techniques, vegetation replanting and the installation of proper drainage, and erosion control improvements.

Policy 8.4 Require the practice of proper soil management techniques to reduce erosion, sedimentation, and other soil-related problems.

Policy 8.5 Preserve significant natural features, including sensitive hillsides as part of new development.

Policy 8.6 Require analysis of visual quality impacts of proposed development projects on a project-by-project basis.

Goal 9 **To preserve and enhance the Santa Ana River and Featherly Regional Park as an open space/recreation opportunity.**

Discussion The Santa Ana River corridor is a County regional open space corridor that extends from Newport/Huntington Beach to the San Bernardino Mountains. It also connects to Featherly Regional Park and Chino Hills State Park, as well as other open space preserves. A segment of the corridor is within and adjacent to the City. The corridor contains a number of sensitive open space resources. A multi-purpose trail extends along the entire length of the corridor from Corona to its terminus in Newport/Huntington Beach. The intent is to ensure that this valuable resource area remains accessible to Yorba Linda citizens and is enhanced by City actions.

Policy 9.1 Work with The County of Orange in promoting the preservation of natural resources within the Santa Ana River corridor.

Policy 9.2 Preserve and enhance the Santa Ana River corridor and other stream courses in the City.

Policy 9.3 Maintain ecological balance by protecting infringement on those areas in and along the Santa Ana River which have significant environmental value.

Policy 9.4 Preserve riparian areas in the Santa Ana River area as sources of shelter and water for wildlife.

Policy 9.5 Preserve a continuous open space corridor along the Santa Ana River in order to maintain animal migration opportunities and preserve natural and recreational resource values.

Policy 9.6 Require a definitive biological study to identify mitigative actions which may include a minimum setback from riparian vegetation areas for new development, replacement of riparian vegetation, or other suitable measures.

Policy 9.7 Provide open space and trail connections between Yorba Linda and the County's Santa Ana River Trail wherever possible.

Policy 9.8 Pursue the possibility of establishing active recreation uses in portions of Featherly regional Park in which sensitive natural resource preservation is not of predominant importance.

Goal 10 To enhance the interrelationship of the City's open space resources and Chino Hills State Park.

Discussion The City contains approximately 900 acres along its eastern boundary and the San Bernardino County line which are currently undeveloped and contain significant open space and wildlife resources. A 300 acre portion of this area, referred to as Lower Brush Canyon, is under consideration for preservation as a wildlife corridor from the County line to the Santa Ana River. Dedication of this area for preservation purposes in under consideration by the City. The 900 acres of land contains steep topography, natural drainage courses and a variety of plant species and wildlife habitats. The intent is to preserve and enhance these areas as a top priority for the City of Yorba Linda, and to utilize these resources as a means of augmenting the access connections from the City into Chino Hills State Park. Dedication of this property to the State as the appropriate public agency in exchange for additional guaranteed access routes may be considered by the City. All of the policies in relation to this goal envision a negotiation of mutual benefit between the City and the State Department of Parks and Recreation in finalizing the disposition of any land or improvements under the ownership or regulatory authority of the City.

Policy 10.1 Provide separate rather than multi-purpose trail alignments for hiking, equestrian and bicycle trails on segments of regional trails within the City wherever possible.

Policy 10.2 Develop staging centers within the State Park where appropriate to complement existing and proposed trail connections into the Chino Hills State Park.

Policy 10.3 Protect sensitive wildlife and plant life communities.

Policy 10.4 Maintain the majority of Brush Canyon in its natural state.

Policy 10.5 Enhance and retain appropriate portions of Brush Canyon as a sustainable natural habitat as a 300 acre wildlife preserve and corridor from the San Bernardino County line to the Santa Ana River.

Policy 10.6 Ensure continuation of open space resources in their natural state through a long term preservation program.

Policy 10.7 Implement policies guiding the City of Yorba Linda/Chino Hills State Park relationships in such a way that reasonable benefits accrue to the citizens of Yorba Linda through appropriate negotiations with the State.

Goal 11 To protect and conserve surface water, groundwater and imported water resources.

Discussion Through the wise use of water resources within the City water quality can be maintained and the quantity of water consumed can be minimized. Adequate flood control and protection can be provided while advantage can be taken of the resource that stormwater runoff represents. The intent is to achieve cost effective and environmentally responsible water management.

Policy 11.1 Require appropriate water usage mitigation measures on all development projects.

Policy 11.2 Review all development proposals and public facility improvement plans to ensure water resources are conserved to the maximum extent possible.

Policy 11.3 Require drought-tolerant landscaping, water conserving fixtures, reuse of wastewater when feasible and the capture of storm runoff in all private and public development projects.

Policy 11.4 Design flood control and drainage facilities to provide protection from inundation from a 100-year flood event.

Policy 11.5 Retain local drainage courses, channels and creeks in their natural condition,where possible.

Policy 11.6 Protect groundwater from sources of pollution.

Goal 12 To permanently preserve significant cultural or historical buildings, sites or features within the community.

Discussion Cultural and historic resources are defined as buildings, structures, objects, and sites that represent significant contributions of culture and history. The intent is to ensure that these resources are preserved because they provide a link to a community's past, as well as a frame of reference for the future. These sites are a source of pride for a community. They need active protection and preservation or they will be lost to future generations.

Policy 12.1 Protect significant areas of historical, archaeological, educational or paleontological resources.

Policy 12.2 Require effective mitigation measures where development may affect historical, archaeological or paleontological resources.

Policy 12.3 Require the preparation of archaeological or paleontological reports in areas where there is potential to impact cultural resources.

Policy 12.4 Require that an archaeologist be retained to observe grading activities in areas where the probable presence of archaeological or paleontological resources is indicated.

Policy 12.5 Preserve uncovered resources in their natural state, as much as feasible to assure their preservation and availability for later study.

Goal 13 To properly manage designated areas for mineral extraction to meet the needs of the area.

Discussion The City's policies and programs for mineral resources shall be designed to ensure that adequate sand and gravel extraction sites are available while not adversely affecting other land uses. The presence of State Resource Sectors, containing aggregate materials potentially available from a land use perspective require that the General Plan incorporate policies for the management of these resources. Two Resource Sectors are identified by the SMARA in the vicinity of Featherly Regional Park and the Santa Ana River. Although the City currently does not actively mine, nor intends to mine, any of the areas designated as Resource Sectors, State law mandates that policies be incorporated for the potential management of these resources. In this vein, reclamation of resource extraction areas should also be considered an integral part of the land use planning process.

Policy 13.1 Compile and maintain maps and descriptions of mineral resources as a basis for policy and program implementation.

Policy 13.2 Document current extraction sites, including sand and gravel quarries, including the current status and duration of existing permits and approvals, for compliance monitoring.

Policy 13.3 Cooperate with other governmental agencies and educational institutions to arrange for the development and exchange of information on mineral resources.

Policy 13.4 Develop rationale as to why mining is not a feasible use of the properties classified as resource sectors by the SMARA to support request for deletion of the area as a potential mineral resource supply.

Policy 13.5 Require that all mineral extraction reclamation plans be consistent with the policies and procedures of the Surface Mining and Reclamation Act.

Policy 13.6 Require that permits for reclamation projects specify compliance with State, federal, and local standards and attainment programs with respect to air quality, watersheds and basins, and erosion potential.

III. IMPLEMENTATION PROGRAMS

The following lists the programs to implement the Recreation/Resource policies contained in the preceding sections of this Element. The capital letter and number preceding each program are referenced by the goal section which it implements. It is the intent that the programs be monitored and updated annually. Changes in the implementation programs would require General Plan amendment only if they involve or imply policy changes.

A. Plans and Ordinances

A.1 The Parks and Recreation Department shall maintain the following information:

a. Current and projected recreational needs;

b. Development and design standards (ratio of acreage to population, types, site, location, characteristics, relationship to adjacent properties, facility layout, landscape, etc.);

c. Park Improvements

- Existing sites to be improved or expanded
- Target locations for acquisition for future parks specified by type (mini, neighborhood, community, and greenbelt)
- Function, facilities, and programs to be provided at each site;

d. Timing and phasing;

e. Acquisition and improvement costs and funding sources;

f. Priorities for implementation, maintained in the 8 year Capital improvement Program; and

g. Coordination and agreements with responsible agencies within adjacent jurisdictions having recreation facilities which are used by residents of the City of Yorba Linda.

A.2 Prepare master site plans for each proposed park and recreation facility. These will include locations, facilities provided, landscape and irrigation features, and land use transition measures. Design of new recreation facilities shall reflect and be sensitive to the natural characteristics of the site. For new facilities, park master site plans shall be prepared prior to the implementation of improvements. For existing parks, the need for improvements to increase

efficiency, maintain open space resources, and maintain compatibility with adjacent uses shall be analyzed.

A.3 Maintain Zoning Code requirements that proposed residential developments include land for public parks and recreational facilities at a ratio of four acres for each 1,000 population. The Director of the Parks and Recreation Department shall review all proposed residential projects of five dwelling units or more.

A.4 Require that all non-residential development provide on-site open space facilities or pay in-lieu fees in accordance with standards to be included in the Zoning Ordinance.

A.5 Designate lands for the extraction of mineral resources or oil production by overlay zones within the Zoning Ordinance. The City shall consider the following land use categories when reviewing proposed land uses on or adjacent to an area designated for the extraction of resources.

- **Incompatible** - land uses inherently incompatible with resource extraction and/or that require a high public or private investment in structures, land improvements, and landscaping that would prevent resource extraction because of the higher economic value of the land and its improvements. Examples of such uses include residential, public facilities, intensive industrial, and commercial.

- **Compatible** - Land uses inherently compatible with resource extraction and/or that require a low public or private investment in structures, land improvements, and landscaping and that would allow resource extraction because of the low economic value of the land and its improvements. Examples of such uses include very low density residential (such as Ranchette Open Space Zone), recreation, agricultural and open space.

- **Interim** - Land uses that require structures, land improvements, and the landscaping of a limited useful life and from an economic and political standpoint can be converted to resource extraction at the end of that limited life.

A.6 Revise the City's Zoning Code to incorporate development restrictions and standards for riparian corridors, the Santa Ana River, and the Brush Canyon Wildlife Corridor.

B. Administrative

B.1 Maintain base data and conduct studies as appropriate, to determine near term priorities to acquire and develop parks to relieve shortages.

B.2 Maintain information regarding park facilities, and programs and community needs to determine if recreational needs are being met by the facilities and programs. Needs shall be monitored periodically. The results should be reported by the Parks and Recreation Department Director to the Parks and Recreation Commission, and City Council.

B.3 Establish the following park sites as first priority for completion:

a. Lucia Kust Park along the Metropolitan Water District easement in the S&S development east of Fairmont Boulevard/Rio del Oro;

b. Arroyo Park within the Broadmoor/Rancho Dominguez tracts;

c. The park site located at the intersection of Foxtail and Lomas de Yorba West within Bryant Ranch.

B.4 Develop Hurless Barton Park to Master Plan specifications.

B.5 Investigate the following sites for additional recreational use feasibility:

a. Featherly Regional Park
b. North Orange County Community College Site
c. Shell Property Specific Plan Area
d. Murdock Property Specific Plan Area
e. Yorba Linda Lakebed

B.6 Review the physical and operational characteristics of parks and recreation facilities, including: the site design; landscape development; and maintenance of parks, recreational facilities and buildings. This evaluation should consider their effectiveness and efficiency in accommodating recreational facilities, costs of operation and maintenance, rate of deterioration and replacement of equipment and landscape, safety of users and tenants of adjacent properties, adequacy of lighting, compatibility with adjacent uses, and other pertinent measures.

B.7 Establish a program for facilities development within the Parks and Recreation Department. Specific tasks will include monitoring ongoing funding programs such as Quimby Act fees, identifying and applying for new funding, (e.g.

corporations, private citizens, foundations, special park and recreation assessments from the redevelopment agency) and advocating new programs.

B.8 Continue to work with the Placentia/Yorba Linda Unified School District, and the North Orange County Community College District to provide community residents access to recreational facilities and open space areas.

B.9 Continue to inform citizens of available recreational programs which may be accomplished by newsletters or other media.

B.10 Conduct meetings with the Orange County Department of Harbors, Beaches and Parks, adjacent cities, the Yorba Linda Water District, and State representatives to maintain and establish new recreational programs provide for joint use of facilities, facilitate park land acquisition, and sustain natural open space conservation.

B.11 Maintain an inventory of surplus federal, state and local land in the City and its Sphere of Influence, and, as funding is available, purchase and acquire those which are appropriate for recreational or open space /conservation purposes. When purchase is not possible, consider the negotiation of long-term lease agreements to provide park and recreational facilities.

B.12 Work with the Orange County Flood Control District, the Orange County Department of Harbors, Beaches and Parks, the United States Army Corps of Engineers, and the City's Public Works Department to provide for the recreational use of the Santa Ana River, canyon drainages, and/or storm water detention channels. Recreational uses in these areas shall be designed to provide for flood control needs as their primary purpose and be capable of restoration subsequent to drainage and floods.

B.13 Work with the appropriate agencies to achieve the optimum mix of active recreation, open space and flood protection uses within the Yorba Linda Lakebed.

B.14 Dedication of local lands as permanent open space and wildlife preservation in exchange for access to regional recreational opportunities in Chino Hills State Park should be considered as a topic of negotiation with the State.

B.15 Update the data base report presented in the GP/EIR of sensitive biological elements, including plants, animals and natural communities as identified in the California Department of Fish and Game's Natural Diversity Data Base. The report should be updated at a minimum of every five years. The Data Base Report shall be referred to during the Initial Study of each project proposed to

the City to determine the potential for impacts to known sensitive biological elements.

B.16 Identify areas and formulate recommendations for the acquisition of property, including funding, to establish a permanent wildlife corridor contiguous to Chino Hills State Park via lower Brush Canyon to connect with the Santa Ana River. The City shall consult with the State and local agencies, and the current property owner prior to the adoption of any open space corridor plan.

B.17 Based on evidence of continued use of the mountain lion corridor through the Saba property as a result of continued documentation and tracking of mountain lion activity, work with the owner(s) of the Saba property to develop an acceptable mountain lion corridor through the property which allows eventual commercial use and considers the following factors in maintaining a workable corridor:

1. Provides a biologically usable connection to the Coal Canyon area, depending upon resolution of plans and corridor location in the City of Anaheim;

2. Provides for protection of the existing corridor or a satisfactory alternate routing through the property;

3. Protects the designated corridor from disruptive forms of human intrusion, including light, noise, undue vibration, and activity visible to mountain lions using the corridor;

4. Provides for sufficient corridor width and landscaping to achieve a safe corridor as perceived by mountain lions;

5. Incorporates site plan, building and wall design features which isolate the commercial development from the designated corridor;

6. Leaves open the possibility of freeway or access modifications which could improve corridor characteristics and reduce impacts on the Saba property;

7. Considers flexibility in site development standards and use intensities within developable portions of the property to offset impacts on the proposed development of preserving the mountain lion corridor;

8. Seeks to accomplish necessary interagency agreements on the corridor plan in advance of development proposals so delays in implementation can be minimized; and

9. Provides for temporary corridor improvements and protection during project construction if necessary to maintain functional mountain lion access.

B.18 Investigate and pursue mechanisms for the acquisition of real property in areas determined suitable for the establishment of a permanent open space connections to Chino Hills State Park.

C. Funding

C.1 Maintain the use of the Quimby Act, in-lieu fees, and developer contributions as a means of parks and recreation funding. The City shall review the sufficiency of the fees to support parkland acquisition, improvements and programming.

C.2 Monitor the availability of state and federal monies for recreational and trail system purposes. As funds are available the City shall actively solicit its share of these funds.

C.3 Continue the administrative and legal mechanisms to allow for the creation of benefit assessment districts and special taxes to fund park acquisitions and improvements, and trail improvements and maintenance.

IV. PARKS AND RECREATION COMPONENT

Parks and recreation facilities are an integral component of the open space system for Yorba Linda. Residents take pride in the high quality of parks in the City. The Parks and Recreation Department serves the community by providing welcome open space and a place to go for active recreation or rest. The satisfaction of recreational needs is one of the most important goals of this element.

In order to meet the recreation needs of Yorba Linda residents, six types of park and recreation facilities are provided. Such facilities include; Mini-Parks, Neighborhood Parks, Community Parks, Regional Park, Private and Commercial Recreation facilities and School Recreation Facilities. The Yorba Linda Parks and Recreation Department maintains a comprehensive inventory of each specific public park and recreation facility in the City. The Parks and Recreation Department also provides an assessment of the availability of organized recreation activities and events in the community. It is the mix of park and recreation facilities that establishes the overall quality of recreation service.

A. Park and Recreation Facility Types

Existing recreational facilities within the Yorba Linda planning area are categorized into a local classification system: mini-parks, including vestpocket parks and tot lots; neighborhood parks; community parks, regional parks and greenbelts. Each of these is based on standards derived specifically to suit the City's aspiration to maintain a balance of recreation facilities throughout the community. The following indicates park classification system and standards used by the City (Table RR-1). Below is a brief description of each type of park and recreation facility provided in Yorba Linda:

Table RR-1
Recreation Standards

Classification	Acres/1000 Pop.	Size Range	Service Radius
Miniparks (Tot lots, vestpocket)	N/A	2,500 sq.ft. to 2.5 acres	Subneighborhoods
Neighborhood Parks	4.0	2.5 to 5 acres	Up to ½ mile
Neighborhood/ Community Parks	4.0	5 to 100[2] acres	½ to 2 miles
Regional Parks	5.0[1]	100+ acres	Within ½ hour driving time
Greenbelt	N/A	Varies	Includes greenbelts, parkways, trail easements, landscape buffers. No standard is applicable.

1 County of Orange standard
2 The size range between 20 and 100 acres includes specialized facilities

1. Regional Parks

Regional parks are operated by the Orange County Department of Harbors, Beaches and Parks and serve the varied recreation needs of County residents. Regional parks are defined as large open spaces of approximately 100 acres or more providing facilities which attract visitors from a broad geographic area reached within a one-half hour drive. Regional park facilities usually include recreational or scenic attractions that are of countywide significance and generally are not available in local municipal parks. It is of sufficient size to offer a variety of topography and facilities for picnicking, camping, boating and swimming, nature study, hiking and riding trails, youth day camping and sport facilities. Orange County has established 5.0 acres per 1000 residents as its regional park standard. The Yorba Linda planning area has three parks in the vicinity which are classified as regional parks.

1. Yorba Regional Park: Yorba Regional Park, once a part of the expansive cattle ranch of Bernardo Yorba, is located between the Santa Ana River and La Palma Avenue, east of Imperial Highway, in the City of Anaheim. The 166 acre park is operated, maintained and administered by the Orange County Environmental Management Agency. Yorba Regional Park is a major link in the Santa Ana River Greenbelt corridor for Orange County designated riding, hiking and bicycle trails. Existing facilities include extensive accommodations for group and individual picnicking, with shade shelters, tables and barbecues, three fishing lakes with interconnecting meandering streams, and play equipment areas. This facility is also used for local recreational programs sponsored by the Parks and Recreation Department.

2. Featherly Park: Located in the City of Yorba Linda, maintained by the County of Orange, Featherly Regional Park provides 315 acres of facilities for family and group day activities. Facilities include a concession building, laundromat, visitor center, restrooms with showers, and a roadside rest area. Activities offered include interpretive programs and bicycle rentals. A 50 acre wilderness trail system has been developed between the Santa Ana River and Bryant Ranch.

3. Carbon Canyon Regional Park: Carbon Canyon Regional Park, consisting of 131 acres, is located in a protected valley northwest of the City of Yorba Linda. Located in the City of Brea, and maintained by the County of Orange Department of Harbors, Beaches and Parks, the park is a well established facility with a tennis court complex, recreational lakes, equestrian and bicycle trails and accommodations for group and individual picnicking.

2. Community Recreational Facilities

The City of Yorba Linda's Planning area includes 25 public recreational facilities. Utilizing the definitions and acreage standards as presented in Table RR-2, the approximately 107.4 acres of user-oriented recreational open space includes 7 mini-parks, 6 linear or greenbelt parks, 2 City neighborhood parks, and 10 community parks, (including 2 equestrian centers). Park and recreation facilities are identified on Exhibit RR-1. Park facilities are maintained to meet the needs of special groups, including senior citizens, the disabled, cultural activities, community center activities, children's play lots, equestrian groups, and open space/greenbelt areas. Classifications are described as follows:

Mini-Park: A mini-park typically contains less than 2.5 acres of land. Mini-parks, also termed "vestpocket" parks, contain specialized facilities that serve a concentrated or limited population or specific group such as tots or senior citizens. The service radius is subneighborhood, at approximately one-quarter mile maximum. Desirable site characteristics include location within neighborhoods in close proximity to housing developments or senior citizen housing. Limited equipment is provided at these locations, such as tot lot play equipment, benches and picnic areas.

Neighborhood Park: A neighborhood park is any general use local park developed to serve the needs of a particular neighborhood within a community. The size of the park depends on the population within its service area and the extent of desired amenities, but usually ranges from 2.5 to 5.0 acres. Typical neighborhood parks may be within walking or bicycling distance of park users with a service radius of approximately 1/2 mile. These parks may feature such amenities as children's play areas, ball fields, and open turf areas.

Neighborhood/Community Park: A community park is typically a 5.0 to 20.0 acre site designed to meet the active recreational needs of several neighborhoods. These parks are intended to serve drive-to clientele within a radius of up to two miles. They contain facilities which require more space than neighborhood parks and which may include playfields, basketball courts, tennis courts, swimming pools, community centers and off-street parking.

Greenbelt Parks: Greenbelt parks include landscaped greenbelt areas, parkways, trail easements, and landscape buffers, with a minimum of active recreation equipment. Activities are limited to passive recreation, such as picnicking. No size range or service radius has been established for greenbelt parks, although they generally are approximately equivalent in size to a neighborhood park.

Table RR-2
RECREATION FACILITIES

MAP LOCATION		Classification	Acreage	Off-Street Parking	Restroom	Open Space	Concrete Walks	Security Lighting	Picnic Tables	Stationary Benches	Bar-B-Ques	Drinking Fountains	Litter Can Holders	Bike Racks	Play Equipment	Par Course	Identification Signs	Trail System	Basketball	Tennis (non-lighted)	Tennis (lighted)	Volleyball (concrete)	Volley ball (grass or sand)	Baseball (non-lighted)	Baseball (lighted)	Soccer (non-lighted)	Multi-Use (non-lighted)	Multi-Use (lighted)	Softball/Little League (non-lighted)	Softball/Little League (lighted)	Picnic shelters	Track	Equestrian Arena	Horseshoe Pits
1	Dominguez Trailside Park	G	4.0	--	--	X	X	--	--	--	--	--	--	--	--	--	--	X	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
2	Brookmont Park	M	1.5	--	--	X	X	--	--	--	--	--	--	--	X	--	--	X	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
3	Buena Vista Equestrian Park	C	5.5	X	X	X	--	--	X	--	--	X	X	--	--	--	X	X	--	--	--	--	--	--	--	--	--	--	--	--	--	--	3	--
4	Country Club Vista	M	2.5	--	--	X	X	--	--	X	--	X	X	--	X	--	X	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
5	Fairmont Knolls	N	4.0	--	--	X	--	--	X	X	--	X	X	--	X	--	X	--	--	2	--	--	--	--	--	--	--	--	--	--	--	--	--	--
6	Hurless Barton Park [1]	C	14.0	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	--	--	--	--	--	--	--	--	--	--	--	--	X	--	--	2
7	Kingsbriar Linear Park	G	1.0	--	--	X	--	--	X	X	--	--	X	--	X	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
8	Rio Del Oro Linear Park	G	3.0	--	--	X	--	--	--	X	--	--	--	--	X	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
9	Saratoga Linear Park	G	2.0	--	--	X	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
10	Vista Del Rancho	M	.2	--	--	X	--	--	--	X	--	--	--	--	X	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
11	Woodgate Park [2]	M	2.2	--	--	X	X	X	--	X	--	X	X	X	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--
12	Travis Ranch Youth Park/School [3]	C	15.5	X	X	X	X	--	X	X	X	X	X	X	X	--	X	X	--	--	--	--	--	--	--	--	1	--	3	--	--	--	--	--
13	Valley View Sports Park	C	11.0	X	X	X	X	X	X	X	X	X	X	X	X	--	X	--	--	--	--	--	--	--	1	--	--	1	--	3	--	--	--	--
14	Jessamyn West Park	C	7.0	X	X	X	X	X	X	X	X	X	X	X	X	--	X	X	1.5	--	--	--	1	--	--	--	--	--	--	--	X	--	--	--
15	Las Palomas Tennis Park	N	3.0	X	X	X	X	X	--	X	--	X	X	X	--	--	X	X	--	--	3	--	--	--	--	--	--	--	--	--	--	--	--	--
16	Shapell Park	C	7.1	X	X	X	X	X	X	X	X	X	X	X	X	--	X	X	--	--	--	--	--	--	--	--	1	--	2	--	--	--	--	--
17	S&S Greenbelt Corridor	G	2.0	--	--	X	X	--	--	X	X	--	--	--	--	--	X	X	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
18	Broadmoor Greenbelt	G	4.1	--	--	X	--	--	--	--	--	--	--	--	--	--	--	X	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
19	San Antonio Park	C	10.5	--	X	X	X	--	X	X	X	X	X	X	X	--	X	X	--	--	--	--	1	1	--	1	--	--	--	--	--	--	1	--
20	Jean Woodard Park	C	6.0	--	--	X	X	--	X	X	X	X	X	X	X	--	--	--	--	--	--	--	--	--	--	2	--	--	2	--	--	--	--	--
21	Bryant Ranch Park [4]	C	5.5	--	--	X	X	X	X	X	X	X	X	X	X	X	X	X	1	--	2	1	--	--	--	1	--	--	1	--	1	--	--	--
22	Brush Canyon Park	C	7.0	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	1	--	2	--	--	1	--	1	--	--	--	--	--	--	--	--
23	Vest Pocket #1	M	.5	--	--	--	--	--	--	--	--	--	--	--	X	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
24	Vest Pocket #2	M	.5	--	--	--	--	--	--	--	--	--	--	--	X	--	--	--	--	--	--	--	--	--	--	--	--	--	--	X	--	--	--	--

1 Six acres currently developed.

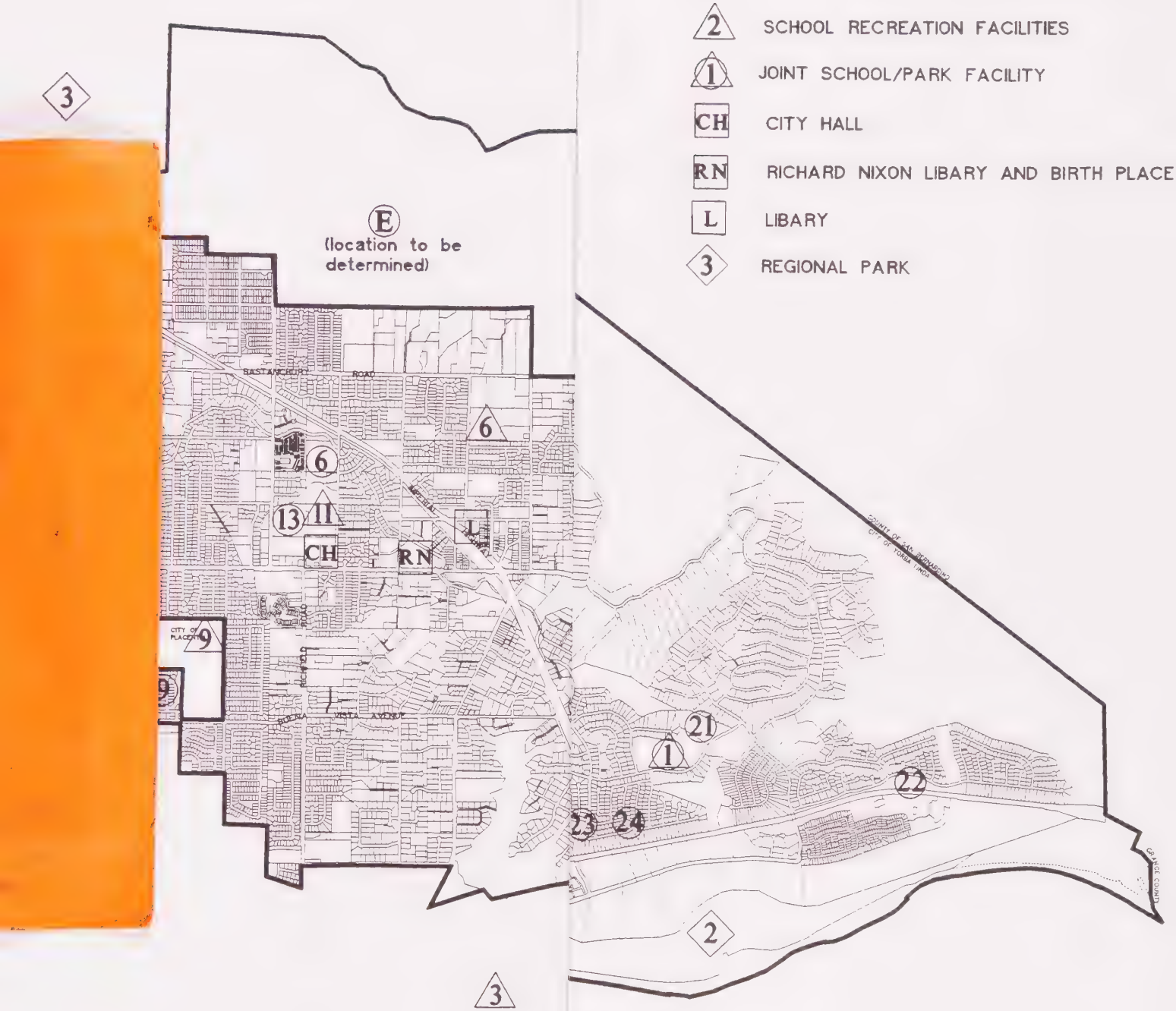
2 Located in Fairlynn Unincorporated County Island

3 Developed jointly by City and Placenta/Yorba Linda School District. Recreation facilities listed are within school open space.

4 Scheduled for construction early 1995. See Table RR-3 School Facility Inventory for facilities provided by Bryant Ranch School

RECREATIONAL FACILITIES MAP

- (1) EXISTING PARK RECREATION FACILITIES
- (A) PROPOSED PARK RECREATION FACILITIES
- 2 SCHOOL RECREATION FACILITIES
- (1) JOINT SCHOOL/PARK FACILITY
- CH CITY HALL
- RN RICHARD NIXON LIBARY AND BIRTH PLACE
- L LIBARY
- 3 REGIONAL PARK



The City of

YORBA

SCALE 1" = 3000'

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Exhibit RR-1

3. School Facilities

The City of Yorba Linda maintains inter-agency cooperative agreements with the Placentia/Yorba Linda Unified School District for use of not only their playing fields but for lunch time and after school structured recreational programs. The agreement includes the use of rooms for various recreation department sponsored classes. Due to their proximity and number, the elementary school sites are generally utilized for non-programmed activities and athletic competition practice. Due to the growing popularity of organized league sports, several elementary schools (Mabel Paine, Linda Vista, Rose Drive and Van Buren) are being used, along with the Jr. High schools, for Little League, Pop Warner, softball and soccer. By agreement with the Placentia/Yorba Linda Unified School District, Esperanza High School currently serves as the community's aquatic facility offering instructional swimming classes, as well as competitive and recreational swimming. Exhibit RR-1 also shows the existing thirteen elementary, jr.high and high schools in the school district that are attended by Yorba Linda school children. An inventory of amenities for each of the school sites is presented in Table RR-3.

4. Private Recreation Facilities

In addition to City parks, there are individual private facilities such as the Yorba Linda Country Club Golf Course which is a private membership golf course covering 87 acres within the Unincorporated County Island, and open space land dedications which do not lend themselves to active recreational use and are left in their natural state, maintained under assessment districts of private developments.

Private recreation facilities include six private schools, churches, and a number of facilities operated by homeowners associations for the exclusive use of association members. Some facilities are fully featured recreational clubs with gymnasiums, indoor and outdoor courts, private lakes, ballfields, pools and trail systems. Some are parks with open grass meadows, sports courts and ballfields in addition to swimming pools and spas. These facilities vary in size from less than 1 acre to 3 acres. Three semi-public facilities (privately owned with general public access) include the equestrian facilities of El Cajon Corrals, Triple B Equestrian Center, and Rocking T Ranch. Lakeview Stables and Rancho de Caballo are equestrian facilities are currently inoperative semi-public boarding facilities. The Yorba Linda Lakebed, although a public facility, is under the jurisdiction of the Orange County Flood Control District, and is used for passive recreation and equestrian trails.

Table RR-3
School Facility Inventory

	Total*	Open Space *	Baseball (non-lighted)	Baseball (lighted)	Basketball	Football	Handball (3-wall)	Soccer (non-lighted)	Soccer (lighted)	Softball (non-lighted)	Softball (lighted)	Tennis (non-lighted)	Tennis (lighted)	Track	Volleyball
ELEMENTARY															
1. Bryant Ranch[2]	26.0	11.0	–	3	–	–	–	1	1	1	–	–	–	–	–
2. Fairmont	13.0	6.5	–	–	5	–	–	2	–	5	–	–	–	–	–
3. Glenview (City of Anaheim)	10.0	4.8	–	–	5	–	–	1	–	4	–	–	–	–	–
4. Glenknoll (County Island)	10.0	5.0	–	–	4	–	–	2	–	4	–	–	–	–	6
5. Linda Vista	9.5	4.7	–	–	2	–	–	2	–	2	–	–	–	–	3
6. Mabel Paine	9.5	4.2	–	–	2	–	–	2	–	3	–	–	2	–	1
7. Orchard (City of Anaheim)	–	5.0	–	–	4	–	–	2	–	3	–	–	–	–	2
8. Rose Drive	11.3	5.6	–	–	2	–	–	2	–	3	1	–	2	–	2
9. Van Buren (City of Placentia)	11.0	5.5	–	–	4	–	–	2	–	4	–	–	–	–	6
JUNIOR HIGH															
10. Bernard Yorba	19.5	9.7	–	–	6	–	–	3	–	4	–	–	–	1	9
11. Yorba Linda	22.25	16.5	2	2	5 1/2	1	–	3	–	2	–	1	–	1	4
12. Travis Ranch[1]	26.1	12.5	–	–	4	1	–	2	–	5	–	–	–	1	5
HIGH															
13. Esperanza (City of Anaheim)	40.0	20.0	2	–	13	1	6	2	–	2	–	8	–	1	4
TOTAL	208.2	111.0													

* In Acres
1 Kindergarten through 8th grade.
2 See Note #4 on Table RR-2 Recreation Facilities and Line 21 for facilities provided by Bryant Ranch Park.

CYL-01\SCH-FAC.GEM

5. Parks and Recreation Department Programs

The Parks and Recreation Department offers a comprehensive and active schedule of quality programs. New and creative approaches to recreational programming for a continually changing community are being implemented. Programs are provided for all age groups and it is the Department's policy that these programs are accessible to all residents. Programs are offered at various locations throughout the city in order to maximize the number and variety of offerings. These locations include City, school, and private facilities.

In order to provide the most complete programs for residents, the City also works with community groups and businesses to offer cooperative and interfacing programs. Examples of these include the popular In-School/After School Program at each school site, Holiday tree lighting at the Nixon Library and Birthplace, and the all City track meet sponsored by a local service organization. Various businesses and organizations also financially support programs. Examples of these activities include the publishing of the quarterly Recreation brochure, and the Summer Concert series.

The City also provides facilities for use by private recreation providers. Little League, Junior United Soccer, Girl's Softball, and Pop Warner Football are the primary users of City owned and maintained sports fields. A public equestrian arena is also owned and maintained by the City for use by a large population of horse owners. The City is committed to providing outstanding facilities for its youth.

Other private, youth-oriented organizations utilize a variety of facilities within the City, including church facilities, schools and parks. The YMCA sponsors a number of recreational programs, including athletic instructional programs for the community. Additionally, the City cooperates with the YMCA to meet the needs of all residents.

B. Parkland Standards

The City uses the State Quimby Act, as amended, and the Yorba Linda Zoning Code for fees and land dedications to establish standards and schedules for acquisition and development of new parks and/or rehabilitation of existing park and recreation facilities. The Quimby Act, enacted by the State in 1965 provided the implementation mechanism for local park development. This legislation enabled local agencies to require dedication of local park acreage, the payment of fees, or a combination thereof, as part of the subdivision process. As amended, the Quimby Act allows the City to require, by ordinance, dedication of land or impose payment of fees in lieu thereof, or

a combination of both for neighborhood parks and recreation purposes. The Quimby Act provides that the ordinance must set definite standards for dedication of land and the amount of any fee to be paid in lieu thereof.

The Quimby Act sets standards for parkland dedication of three (3) acres per 1,000 population unless the City has already established a higher rate, as in the case of Yorba Linda, which is set at four (4) acres per 1,000 population. These are not based on the various park classifications (neighborhood, community, regional) as are the national standards, but on total population and total park acreage. The City standard for four acres per 1,000 population was established based on the population and parks ratios in October 1972. The Code requires that four (4) acres of property for each 1,000 persons be devoted to park and recreational purposes. The requirement is satisfied in part by policies of the City and other governmental agencies, which will make two acres per 1,000 population available for parks and recreational purposes.

In order to obtain the remaining two acres, the City Zoning Code (Chapter 19) provides for the payment of a fee for each new single family and multiple family residential dwelling unit constructed. Fees are based on the type of construction, persons per household and the price of land, as determined by the building permit. Fees are imposed when the building permit is issued. The fee is placed in a specially designated fund and is used for the acquisition and development of new, or improvement of existing neighborhood parks and recreational facilities.

The Code also provides that in lieu of fees, credit for land and improvements which are dedicated in fee to any public recreation and park purposes shall be granted. The amount of dedicated land and any conditions are determined by mutual agreement between the City and the dedicator. A minimum of five (5) acres per site are required by the City for dedication.

Where private open space for park and recreation purposes is provided in a proposed development and such space is to be privately owned and maintained by the future residents of the development, partial credit, not to exceed 50%, may be given against the requirements of the fees imposed by Section 19.2 of the Zoning Code under the conditions that: the open space for which credit is given is a minimum of three (3) acres; facilities proposed for the open space are in accordance with provisions of the Recreation Element of the General Plan; the open space is reasonably adaptable for use as park and recreational purposes; the use of the open space is restricted for park and recreational purposes by recorded covenant; and private yards, setbacks and other areas required by the Zoning Code are not included in the open space acreage calculation.

C. Proposed Recreation Facilities

Future recreation facilities for the City of Yorba Linda include three parks, a sports complex facility, a potential community center/gymnasium, and parkland acreage associated with the development of the 895 acre Shell Property Specific Plan and the 630 acre Murdock Property Specific Plan. Proposed facilities are as follows:

A. Lucia Kust Park

A 6.1 acre parksite located south along the Metropolitan Water District easement between Fairmont Avenue and Village Center Drive.

B. Arroyo Park

A 7.1 acre parksite located south of Yorba Linda Boulevard and west of Yorba Ranch Road.

C. Foxtail Park

This 5.0 acre parksite is not currently site planned. The site could accommodate a variety of uses to be determined during the site planning process. In addition to recreational uses, this property could be used for a east City Yard annex.

D. Sports Complex

The sports complex would be designed with baseball/football/soccer facilities with night lighting. Included in the sports facility could be commercial recreational uses such as racquetball courts, batting cages or commercial tennis facilities.

E. Shell Property

This 895 acre development is scheduled for future annexation to the City. A specific plan identifying the size and location of all future parks, will be completed upon annexation. For planning purposes, a figure of 31 acres of required parkland is used, based on the City's definition of the base acre and a maximum density of 2.8 dwelling units per acre. This figure may differ from the actual number of acres of parkland required. It is the intent of the General Plan and the Area Plan for this property that an 18-hole, public golf course, designed to professional standards, be established as part of the open space commitment for this land as an adjunct to the proposed residential densities.

F. Murdock Property

This 640 acre development is also scheduled for future annexation to the city. A specific plan will identify the actual size and location of future parks, and will include possible plans for a golf course. For planning purposes in this element, a figure of 9.0 acres of required parkland is used, based on the City's definition of the base acre and a maximum density of 1.0 dwelling units per acre.

G. Community Center/Gymnasium

This facility is proposed as part of the Community Center Master Plan for the Hurless Barton park site.

D. Community Needs Assessment

A goal of 227 acres of parkland is established, based on the City's standard of 4.0 acres of parkland per 1000 population. The City of Yorba Linda currently provides 107.4 acres of improved parkland within the City's planning area. It is the City's policy to credit 50% of the usable school open space into the calculation of recreational facility provision as many school sites in the City are available for recreational activities after school and on weekends. In some cases, school open space and recreation facilities, and adjacent parks are developed jointly by the City and the School District. According to this policy, a credit of 55.5 acres of existing school related recreation facilities brings the total to 162.9 acres of public recreation facilities. The resulting existing need of 64.1 acres is lessened by the fact that the three regional parks and the Chino Hills State Park in the vicinity of the Yorba Linda planning area have active recreation facilities. Although the City currently does not meet its specified goal of 4.0 acres per 1,000 population, existing facilities almost attain the goal of three (3.0) acres of parkland per 1,000 population established by the Quimby Act.

Parkland needs assessment for the Preferred Plan buildout is based upon a parkland requirement of 4.0 acres of parkland for every 1,000 persons living in the City. The assessment assumes inclusion of park and recreational facilities located within the two County Islands, as well as annexation and development of both the Shell and Murdock Properties to the north of the current City limits. The actual need for park and recreation facilities at General Plan buildout is 145.9 acres based on 4.0 acres per 1,000 population. Completion of the park and recreation facilities identified the City, including: the completion of Lucia Kust Park (7.0 acres), Arroyo Park (7.3 acres), Foxtail and Lomas de Yorba West Park (5.0 acres), and a sports facility of undetermined acreage and location (40 acres is used for calculation purposes, actual acreage may vary); as well as those which will be required as a condition of development, including: 31 acres of parkland required for dedication within the Shell Property Specific Plan; 9 acres of parkland required for the Murdock Specific Plan

development; and potential school facilities related to development of the Shell Property, will yield an anticipated need of 41.6 acres of recreation facilities in the City. The proximity of the three regional park facilities providing 612 acres of public recreational facilities, and the adjacent Chino Hills State Park, further reduces the anticipated need in terms of additional recreation opportunities.

COMMUNITY NEEDS ASSESSMENT

Status	Population[1]	Acres Needed[2]	Existing Parkland (acres)	School Facilities (acres)	Total Acres	Need	Future Acres	Projected Need[5]
Existing	56,698	227.0	107.4	55.5	162.9	<64.1>	59.3[3]	<4.8>
Preferred Plan	77,210	308.8	107.4	55.5	162.9	<145.9>	104.3[4]	<41.6>

1 Includes Incorporated City, Unincorporated County islands, and Sphere of Influence areas
2 Based on City standard of 4 acres parkland per 1,000 population
3 Includes three community parks and a sports facility (40 acres assigned for calculation purposes, assumes that location is separate from other proposed park facilities)
4 Includes three community parks within the Incorporated City limits, a sports facility (40 acres assigned for calculation purposes), 31 acres of parkland within the Shell Property Specific Plan area, a minimum of 5 acres usable school facilities within the Shell Property, and 9 acres of parkland within the Murdock Specific Plan area.
5 Deficit based on the 4 acre/1000 population standard.

A comparison of future parkland need by eastern and western sectors (using Fairmont as the dividing line) of the City indicates that park and recreation needs are met on an equitable basis throughout the City. The future parkland need both east and west of Fairmont Boulevard are very comparable, with an anticipated need of 24.5 acres for the portion of the City east of Fairmont Boulevard, and an anticipated parkland need of 21.2 acres for the eastern portion of the City.

NEEDS ASSESSMENT BY EAST AND WEST OF FAIRMONT AVENUE

Sector	Pop.	Acres Needed[1]	Existing Parkland	School Facilities	Total Acres	Need	Future Acres[2]	Need
East	27,782	111.1	57.7	28.9	86.6	<24.5>	--	<24.5>
West	28,915	115.7	49.7	26.6	76.3	<39.4>	18.2	<21.2>

1 Based on City standard of 4.0 acres per 1000 population
2 Future acres include only specific facilities for which sites have been acquired, named and specific acreage is known. The recreational facilities associated with the Shell and Murdock Properties, and the sports facility, are not included in this determination.

E. Funding Sources for Park Acquisition

Acquisition of parklands is provided through the City. Acquisition funding is limited and must compete with funding needed for ongoing maintenance of existing facilities and equipment as well as with other City needs. In addition to City funds, Federal and State grant programs provide funds for the purchase of new parkland.

1. Federal Funding

Federal funding sources provide for programs ranging from the purchase of land for parks and open space to youth and arts programs. However, Federal monies for park and recreation development have and will continue to be greatly reduced or discontinued. The Housing and Community Block Grant program (HCDBG) is a source of funding applicable to parks and recreation development. However, funds used to purchase land for open space or park land are restricted by a requirement that 50% of the population by which the facility will be used are low or moderate income households.

2. State Funding

The City of Yorba Linda has utilized a variety of funding sources for park acquisition/development and recreation program implementation. The City should continue to investigate state sources of funding and support State bond issues.

3. Local Funding

Local funding sources for park and recreation development include revenue bonds, general obligation bonds, direct purchase of land by the City, County grants, user fees, and In-Lieu Developer Fees. Park In-Lieu Fees paid by a residential developer as an alternative to dedication of land for a park site may also be used to expand existing park facilities. Often, the expansion and improvement of an existing park will provide a wider variety of recreation opportunities for the entire community as well as future residents.

4. Private Funding

Private funding for park and recreation development can come from three sources: foundations; corporations and individuals. (Individuals can be a single person, a service club or a professional organization in the community). Foundations and corporations may be local, regional or national. It is not anticipated that the private sector will fill the gap left by federal and State budget cuts, but it is a viable resource.

V. RIDING, HIKING AND BIKEWAYS COMPONENT

The City of Yorba Linda adopted the Master Plan of Trails in January 1972, "to augment existing and proposed recreational facilities by providing a guide for the establishment and presentation of riding, hiking and bicycle trails throughout the City of Yorba Linda." The use of trail systems has changed from a means of transportation to a recreational component in the provision of recreational amenities by cities. The approach in the City of Yorba Linda is to view the trail system within the City as a linkage between recreational opportunities and nodes of employment and commercial uses. Emphasis is placed on interfacing existing and proposed intra-City routes with trail systems of adjacent cities, as well as County-wide systems in Orange County and San Bernardino Counties.

Bicycle, Multi-Purpose and Equestrian Trails are largely off-road and are situated within a fee or easement open space area. The trails system substantially enhances the value of park and recreation facilities provided in the City, as well as the significant open space and recreational opportunities provided by the adjacent Chino Hills State Park, Featherly Regional Park and Yorba Regional Park. The Trails Plan identifies the individual alignments of those trails that are used for bicycle riding purposes, those trails which are predominantly used for equestrian uses, and multi-purpose trails. The Master Plan of Trails identifies the complete trail connections although the current trails system may include missing links and incomplete connections. The City's goal is to complete the missing links for a comprehensive, continuous trails system. The design criteria for Bicycle, Multi-Purpose and Equestrian Trails is established in the Guidelines and Specifications for Landscape Development for the City of Yorba Linda. A copy of the City's design criteria is presented in Appendix 2 of the General Plan.

The City of Yorba Linda Master Plan of Trails establishes an 87 mile coordinated system of riding and hiking trails and bikeways. Exhibit RR-2 identifies the various types of trails located in Yorba Linda. Many of these are part of regional system that provide access to Chino Hills State Park and the Santa Ana River Trail. The trail connections represented in the undeveloped areas are conceptual and their final alignments will be determined during site plan review. The presence of a connection through these areas indicates that a trail connection is mandated by the Master Plan of Trails and the specific alignment will be established at a later date based on grading, circulation and land use analysis during site plan review. A description of the Regional Trails system in the Yorba Linda area are as follows:

Chino Hills Trail - The Chino Hills Trail commences near Carbon Canyon Dam and extends through Carbon Canyon Regional Park easterly along Telegraph Canyon through Chino Hills State Park to a point about two miles easterly of Carbon Canyon Regional Park. It then climbs to the south along existing trails and roads to the Metropolitan Water District Lower feeder Right-of-Way along which it extends easterly to Blue Mud Canyon. The trail extends easterly to the San Bernardino County boundary where it follows ridges southeasterly and southerly to

MASTER PLAN OF RECREATIONAL TRAILS MAP



The City of

YORBA LINDA

NOTE: ALIGNMENTS ARE REPRESENTATIVE IN UNDEVELOPED AREAS

SCALE 1" = 3000'

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Exhibit RR-2

the Santa Ana River Trail within Featherly Regional Park. As the trail passes along the County boundary it provides opportunities for connection to trails within the County of San Bernardino and the easterly portion of Chino Hills State Park.

El Cajon Trail - The El Cajon Trail commences at the junction of the Fullerton Trail with the Chino Hills Trail and extends southerly in the vicinity of Rose Drive. In the vicinity of Bastanchury road it joins the old El Cajon canal right-of-way within which it extends easterly to Imperial Highway. It then crosses Imperial Highway and extends southeasterly along the old canal right-of-way to Grandview Avenue. From Grandview it extends to Kellogg Drive, heads south, and then continues southeasterly around the southernmost tip of the fairway within the City of Yorba Linda's portion of the Yorba Linda Country Club to Esperanza Road. The trail then extends easterly along Esperanza Road to Fairmont Avenue which it then follows southeasterly across the AT&SF Railway to join the Santa Ana River Trail.

Santa Ana River Trail - The Santa Ana River Trail commences at Pacific Coast Highway and extends to Imperial Highway. After crossing to the northerly bank at Imperial Highway, the trail extends easterly past Yorba Regional Park and Featherly Regional Park to the County boundary where it connects with the trail along the river in Riverside County.

A. Bicycle Trails

The Trails Element designates approximately 30.2 miles of trails for bicycles within the City. The majority of the bicycle trails are located in the right-of-way of arterial roadways, separated from vehicular traffic wherever possible. Bicycle trails connect to multi-purpose trails which characteristically trend in an east-west direction, providing access throughout the City.

B. Multi-Purpose Trails

A total of 26.8 miles of trails are designated by the City for multiple purpose use, including combination bicycling, riding and hiking. The regional trails are considered multi-purpose in nature, contributing 8.5 miles of trails to this category. Major trail components are located in the former Anaheim Union Water Company Canal (known as the El Cajon Trail) and the Southern Pacific Railroad Right-of-Way. The El Cajon Trail forms the backbone of the entire trails system. The City's intention is to complete the missing linkages of the El Cajon Trail to provide a continuous trail through the City, forming a connection from the proposed easterly extension of Bastanchury Road along the northern boundary of the City to the regional parks system along the Santa Ana River Trail and the former railroad right-of-way along Esperanza Boulevard. The specific alignments of the connections required to complete the El Cajon Trail will be undertaken on a case-by-case basis. Other trails form a direct or indirect connection with the El Cajon Trail, the proposed extension of Bastanchury Road and the Santa Ana River Trail.

C. Equestrian Trails

The Trails Element designates a total of 30.0 miles of equestrian trails. The equestrian trails are designed to connect with the multi-purpose trails and recreational nodes such as the Lakebed, the Buena Vista Equestrian Center, San Antonio Park, and Arroyo Park. The Trails Element identifies seven equestrian connections into the Chino Hills State Park, three of which directly connect through the City in a north-south direction to the Santa Ana River Multi-Purpose Trail. The Chino Hills State Park General Plan guarantees only four access points from the City into the park environs. In order to execute the Trails Element as proposed, additional connections to the Chino Hills State Park will have to be negotiated. The major equestrian trail corridors to be completed, enhanced and expanded include, but are not limited to, the following:

- **Completion of Ohio Street Trail** - The Ohio Street Trail provides a connection to Chino Hills State Park through the Shell Property from the Multi-Purpose trail situated along Bastanchury Road. The City will cooperate with the Shell Corporation, Brighton Homes, and the State to develop and complete this trail.

- **Completion of Jessamyn West Park Trail** - The Jessamyn West Park trail provides a connection to Chino Hills State Park through the Brighton development, accessible from the Buena Vista Equestrian Center. This trail penetrates Chino Hills State Park at the approximate location of one of the guaranteed access points.

- **Fairmont Boulevard Trails** - Two trails enter Chino Hills State Park from Fairmont Boulevard. The main trail enters the park at an identified access point to the Telegraph Canyon Trail.

- **Completion of San Antonio Park Trail** - This trail will transect the Murdock Property Specific Plan area as two trails merging into one midway through the property. This trail provides direct access from the Santa Ana River Trail to Chino Hills State Park. Coordination between the City, the Murdock property owners, Cantwell and Parker property owners, and the State will be required to complete this trail segment.

- **Upper and Lower Brush Canyon Trails** - Two trails transect the upper and lower Brush Canyon areas from the Santa Ana River Trail and connect with access points identified in the Chino Hills General Plan. These trails may serve as a continuation of the Chino Hills Regional Trail, as discussed in the County Recreation Element. The lower Brush Canyon Trail is located within the proposed 300 acre Wildlife Corridor.

VI. OPEN SPACE COMPONENT

There are a total of 4,033.6 acres of open space within the Yorba Linda planning area. Open space lands in the City consist of publicly and privately-owned property, as well as private lands in which public agencies own a partial interest. While public recreation is clearly a function most appropriately accommodated on public park or open space lands, many acres of private land in the City perform other open space functions quite successfully.

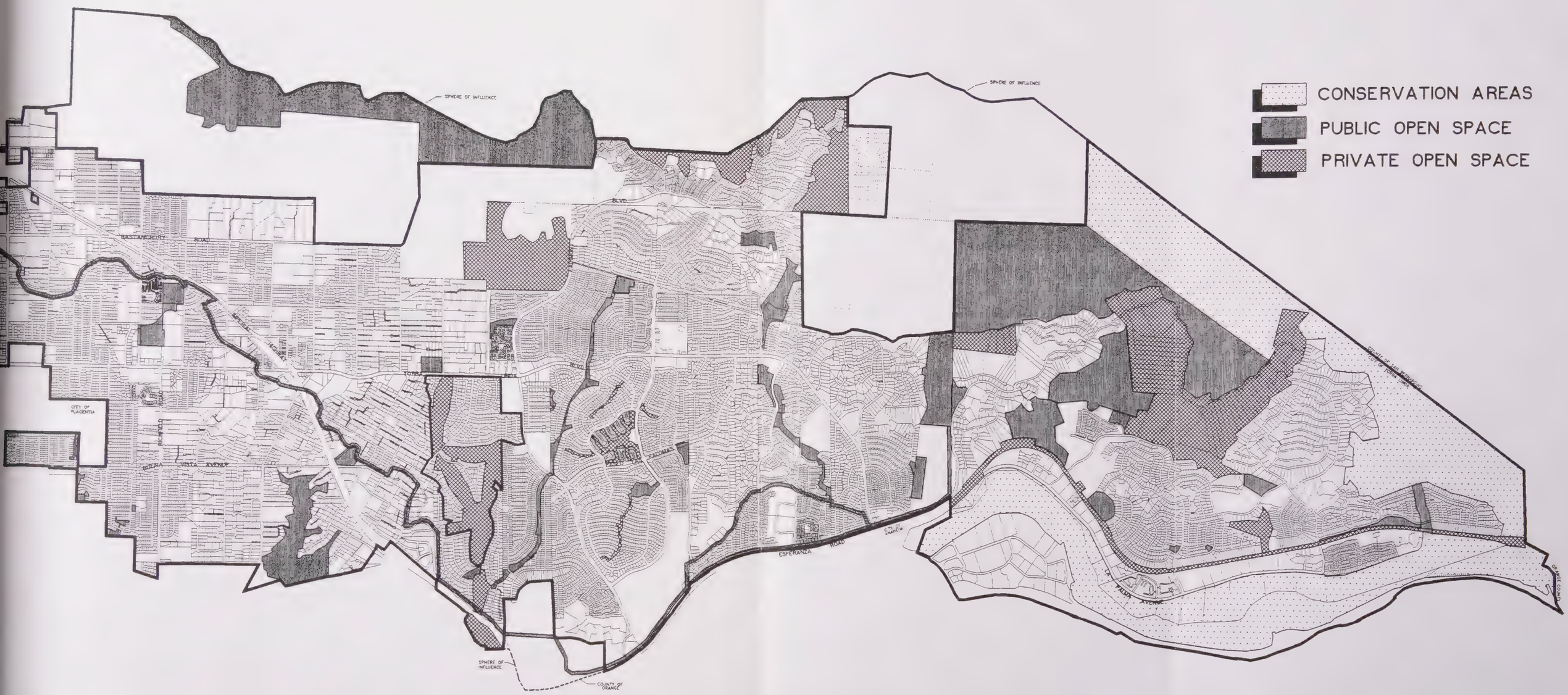
The Open Space Plan establishes three categories of Open Space: Public Open Space, Private Open Space and Conservation areas. These categories are identified on Exhibit RR-3. Open space may be viewed as either active or passive. Active recreation can be defined as recreational pursuits which are typically structured around organized rules and require man-made facilities and improvements, including graded spaces, tailored playing surfaces, buildings, parking areas and similar modifications to the natural site. Passive recreation can be defined as generally unstructured recreational pursuits which occur within natural site features except for minor modifications to accommodate trails, limited vehicular access for service purposes, rest stops, enhanced natural landscape materials and similar non-intrusive changes to the site. These two basic categories can also be distinguished by intensity of use: high, medium and low, in which degrees or levels activity and related site characteristics can be defined.

Public Open Space: The Public Open Space designation is applied to publicly owned areas that are active or passive in character. This designation is applied to public greenbelt areas, parks, recreation facilities, landscaped slopes, trails and nature/conservation areas. Public Open Space is accessible to the general public and is maintained by the Yorba Linda Parks and Recreation Department or Public Works Department.

Private Open Space: The Private Open Space designation is applied to permanently designated, but privately owned areas that are passive or recreational in character or where very low residential development is permitted per the Yorba Linda Zoning Code. This includes proposed ranchette development, golf course, education facilities, recreation facilities, greenbelt areas, fuel modification zones, and landscaped areas. Private Open Space is typically not accessible to the general public and is maintained by private homeowners, community associations or individual lot owners.

Conservation: The Conservation designation is applied to areas that have been determined to have biological, cultural or aesthetic importance. These areas are typically accessible to the public for passive forms of recreation. However, some Conservation areas may be privately owned and not continuously accessible to the general public. In either case, the designation is intended to insure permanent and continuous preservation of the resource.

OPEN SPACE CONSERVATION AREAS MAP


SPHERE OF INFLUENCE
SPHERE OF INFLUENCE
CONSERVATION AREAS
PUBLIC OPEN SPACE
PRIVATE OPEN SPACE
BASTANCHURY ROAD
YORBA LINDA BLVD.
CITY OF PLACENTIA
RIOEN
RIOEN
RIOEN

VII. CONSERVATION COMPONENT

The Conservation Plan identifies those undeveloped lands that contain open space for the preservation of natural resources, open space for the managed production of resources and open space for public health and safety.

A. Conservation/Open Space for the Preservation of Natural Resources

As Yorba Linda continues to develop, additional pressure will be placed on the natural environment. Wildlife habitat can be expected to diminish further, resulting in an overall reduction in the ecological integrity of the region, and the loss of wildlife resources. However, through multi-purpose programs, the environmental review process, and coordination among various responsible agencies, the important goal of maintaining natural habitat in Orange County can be achieved.

Yorba Linda is located off of the Riverside Freeway (SR 91) in northeastern Orange County. A large portion of the natural open space and biological habitat has recently been replaced with urban development. The undeveloped areas of the Yorba Linda planning area, in the northern and southeastern portions of the planning area, offer or represent opportunities for both preservation or use. These lands contain natural resources, such as steep slopes, canyons, drainage courses and floodplain. Some contain natural resources which can act as constraints to development; some provide potential connections to regionally significant open space uses; and all help to define the area's environmental and urbanized character.

The Yorba Linda planning area includes lands within the sphere of influence having physical attributes that are important to the City. The unincorporated lands to the north and east of Yorba Linda contain natural resources significant to the sub-region. The City of Yorba Linda currently exercises some control over these unincorporated lands, as they lie within the City's Sphere of Influence. The General Plan Land Use Element, based on current activity of the landowners of these properties, recommends annexation of significant portions of these lands into the City limits within the next twenty years. Therefore, these lands are important in relation to planning for the open space uses in the City and the conservation of resources.

The undeveloped portions of Yorba Linda contain natural habitat directly adjacent to the Chino Hills State Park, known as the Canon de Santa Ana. The steep slopes along Yorba Linda's northeastern City boundary form an edge between Orange County and Chino Hills State Park within San Bernardino County. Riparian communities are found along the Santa Ana River channel. The undeveloped areas of the City are the only remnants of a pre-developed environment. Plant and animal species that were once common are now confined to the greatly reduced remaining habitats.

1. Natural Resources

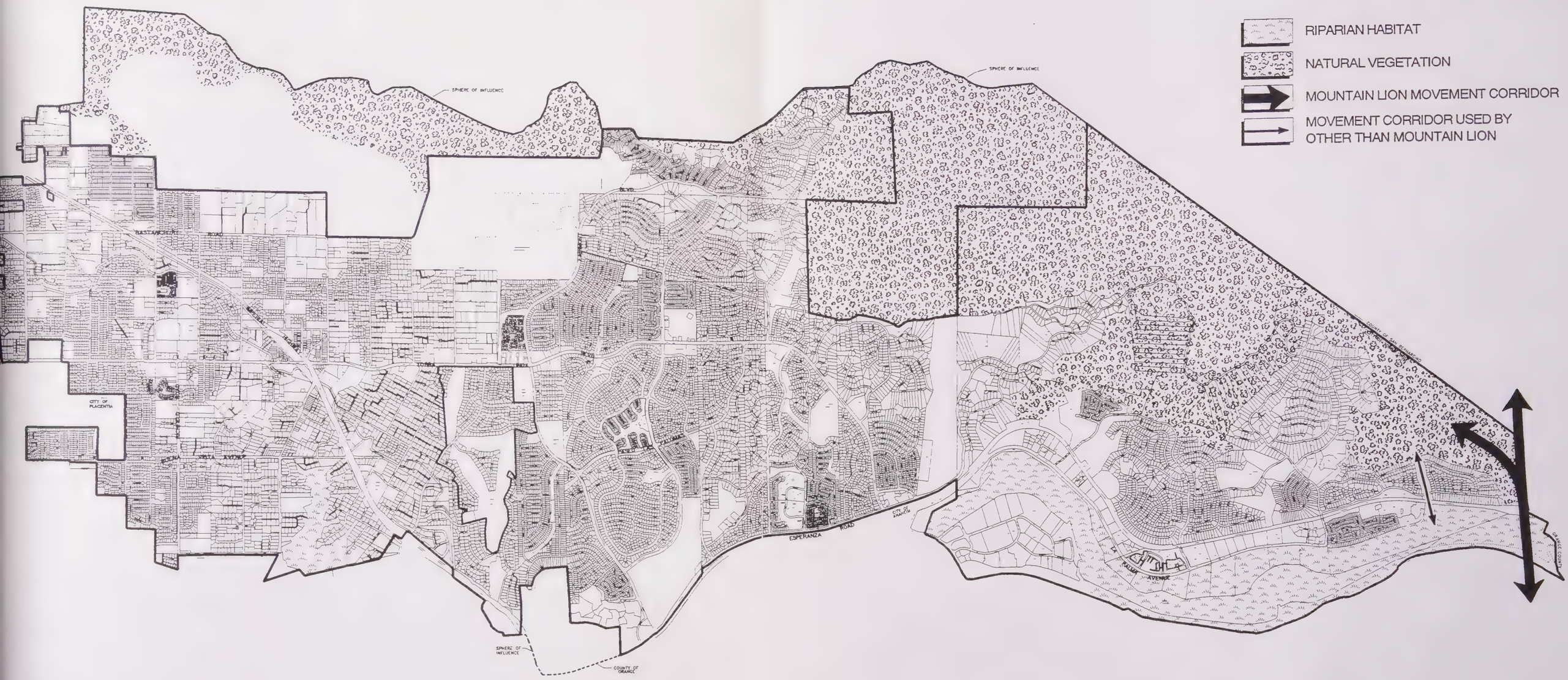
Much of the Yorba Linda study area is comprised of urbanized areas that would be expected to have low habitat value for native wildlife. The northern and western parts of the study area include edges of the Chino and Pleito Hills with extensive oak woodland, chaparral, coastal sage scrub, and riparian habitats. The topography in these open space areas consists of steep to gentle hillsides and ridges dissected by canyons and a large number of blue-line streams. The southern project area is traversed by the Santa Ana River, which represents a significant, albeit disturbed, resource for various plant and animal species.

Exhibit RR-4 identifies those lands that represent the natural resources in the Yorba Linda study area. The natural areas include riparian areas, biologically sensitive lands, vegetation found on steep slopes, and significant natural water bodies. Most of these lands are located along the City's northeastern and southeastern border, and north of the City limits in the unincorporated areas. The vacant land contains natural resources and provides habitat for plant and animal species that help define the remaining land character and form.

There are five main native plant communities in the study area: southern oak woodland, grassland, coastal sage scrub, mixed chaparral, and riparian woodland. Among these, grasslands are the most extensive in area and riparian are the least extensive. Grasslands in the project vicinity are dominated by non-native annual grasses and forbs. Native perennial grasses may still occur in areas of the project site, but their abundance is expected to be low relative to annual grasses. Coastal sage scrub habitat has been identified as occurring along the Santa Ana River. Extensive stands of coastal sage scrub were reported as occurring immediately north of the project boundary, east of the Shell oil fields (Phillips Brandt Reddick, 1988). The coastal sage scrub is considered a declining community and is considered locally sensitive due to a number of species of concern, especially the California gnatcatcher, which occur in this habitat. Several kinds of chaparral have also been reported in the community.

One important plant community, the Oak Woodland, exists in natural areas in the northeastern portion of the City adjacent to the Chino Hills State Park. Oak woodlands in the project area are dominated by coast live oak, and are typically associated with California walnut and various shrubs typical of coastal sage scrub and chaparral such as scrub oak, lemonade berry, and coffeeberry. Riparian woodlands are found along the Santa Ana River and to a lesser extent in some of the canyon bottoms in the northwestern part of the study area. The riparian woodlands along the Santa Ana River consist of Fremont cottonwood, black cottonwood, black willows, and wild grape. Willows and California sycamore are

SENSITIVE NATURAL RESOURCES



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SCALE 1" = 3000'

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Exhibit RR-4

distributed throughout the Santa Ana River floodplain. Various herbaceous species are also found along the river, including cattails and a potential occurrence of the soft-stemmed bulrush.

The steep slopes of the Canon de Santa Ana and Telegraph Canyon provide a natural edge between developed and undeveloped lands and also act as a transition between developed lands and the sensitive habitat of the Chino Hills State Park. Due to the City's proximity to the open natural space of the Chino Hills State Park, Yorba Linda identifies with the vicinity's regional importance and value as natural habitat.

The northwestern part of the study contains oak woodlands and grasslands which provide important foraging habitat for mule deer and possibly mountain lion. The coastal sage scrub plant community provides foraging and nesting habitat for a variety of wildlife, and is the only nesting habitat of the California gnatcatcher. The value of the region to wildlife is demonstrated by the constellation of species considered to be declining in abundance, including the orange-throated whiptail lizard, San Diego Coast horned lizard, California gnatcatcher, Cactus wren, mountain lion, and golden eagles.

Live-trapping surveys conducted in the Horseshoe Bend area of the Santa Ana River found the following native species: pocket gopher, California mole, wood rat, deer mouse, western harvest mouse. These surveys also recorded the jackrabbit, cottontail rabbit, raccoon, skunk, and mule deer. Two non-native rodents, the house mouse and the black rat were found along the Santa Ana River. Mountain lion are found in the Chino Hills State Park. At least one radio-collared individual has been followed in the area, and is known to occur in Wire Springs and Lost Trough Canyons. The mountain lions that occur in the Chino Hills area (including the Yorba Linda study area) are considered to range south across Highway 91 into the Santa Ana Mountains. The movements of these individuals are potentially jeopardized by development in southeastern Yorba Linda, where migrating or dispersing mountain lions cross under the Santa Ana River and the 91 Freeway through a culvert south into Coal Canyon.

Sensitive biological resources include: (1) species present in the project vicinity that have been given special recognition by federal, state, or local resource conservation agencies and organizations due to declining, limited, or threatened populations, resulting in most cases from habitat reduction; and (2) habitat areas that are unique, of relatively limited distribution, or of special value to wildlife. State governments have developed a rating system to designate the status of sensitive species. These designations include "Candidate", "Threatened" or "Endangered". Official designations of a species in one of these categories affords species or habitats certain levels of protection in an effort to preserve their existence.

Data provided by the California Natural Diversity Data Base indicates that several sensitive species of plants have been identified in the Yorba Linda area. Table RR-4 shows the sensitive plant species, their status, and habitat association. Exhibit RR-4 shows preliminary data on the locations of several sensitive plant and animal species in Yorba Linda.

Data provided by the California Natural Diversity Data Base indicates that although no unique, rare or endangered animal species have previously been recorded within Yorba Linda, several sensitive species have been identified in adjacent areas, as indicated in Table RR-5.

2. Wildlife Corridor

A wildlife corridor is a strip of land connecting two or more larger land areas that is free of barriers which would seriously curtail or prevent wildlife passage. These corridors can serve as useful habitat in their own right, or can serve as travel lanes for seasonal movements of wildlife. Their value depends upon width, habitat type and structure, nature of surrounding habitat, human use patterns, and other factors. Typically, a wildlife corridor provides refuge and ease of movement, and often follows ridgelines or drainages. Wildlife movement corridors are important for the free movement of animals between population centers, for access to food and water sources during drought, as escape routes from brush fires, and, in the longer term, for dispersal of individuals between populations. Corridor boundaries are not regarded as absolute. The size of a corridor will fluctuate depending on existing environmental conditions. Exhibit RR-4 identifies a small mammal wildlife corridor and a potential mountain lion movement corridor.

Urban development fragments natural habitats into smaller and more isolated units which affects the ability of certain species to live. In the process, it destroys habitat of many species, modifies habitat of others, and creates new habitat for some. Habitat size is the most important factor in determining land vertebrate species diversity. The degree of habitat isolation and percentage of vegetative cover are other major factors in species variety and abundance.

Dispersal of individuals between populations is important in maintaining viable wildlife and plant populations. As they become more fragmented and isolated, their likelihood of survival is reduced. In addition, the smaller the population (as in populations isolated by development), the greater the likelihood of inbreeding, which allows harmful, or fatal, recessive traits to be paired together, thereby manifesting the trait. Wildlife corridors can prevent local extinctions by connecting open space preserves, thereby allowing gene flow and providing for a wide diversity of genetic traits throughout the interconnected populations.

Table RR-4
Sensitive Plant Species and Communities in the Project Region

Species	Status		Comments
	Federal	State/ Local	
Brickellia nevinii Nevin's brickellia		CNPS4	Reported south of the project area (LSA, 1991).
Dudleya multicaulis Many-stemmed dudleya	FC2	CNPS 1B CSC	Known to occur in Chino Hills State Park north and west of the study area and to the south (LSA,1991).
Harpagonella palmeri Palmer's grappling hook		CNPS 2	Potentially co-occurs with many-stemmed dudleya
Astragalus brauntonii Brauntons' milk vetch	FC2	CNPS 1B	No occurrences reported for the project area but potentially occurs there.
Chorizanthe parreyi San Fernando Valley spineflower	FC1		
Eriastrum densifolium sanctorum Santa Ana River wooly star	E	E	Reported by the CNDDB (1992) as potentially occurring in the Santa Ana River floodplain near the project area.
Lepechinia cardiophylla Heart-leaved pitcher sage	FC2	CNPS 1B	Reported to occur in uplands west of the project area (LSA, 1991).
PLANT COMMUNITIES			
Coastal sage scrub			Widespread in the western part of the study and described in the Horseshoe Bend area by Marsh (1979).
Southern Cottonwood Sycamore Alder Riparian Woodland			Reported by the CNDDB (1992) as occurring along the Santa Ana River below Prado Dam.
California Walnut woodland			Numerous occurrences cited around the project, including Telegraph Canyon and tributaries of Aliso Canyon.
Valley Needlegrass grassland			
Southern mixed riparian forest			
Southern cottonwood willow riparian forest			Reported by the CNDDB (1992) as occurring along the Santa Ana River in the project area.
Southern coast live oak riparian forest			Southern oak woodland, which is similar in makeup to this plant community, was reported to occur in the Horseshoe Bend area of the Santa Ana River by Marsh (1979). Reported by the CNDDB (1992) as occurring in various major drainages of the Santa Ana Mountains.

Status

E	Listed as federally endangered.
FC1	Species for which there is sufficient biological information to support a proposal to list as Endangered or Threatened.
FC2	Candidate for federal listing, insufficient information for listing at this time.
CT	State listed as threatened.
CSC	California Dept. of Fish & Game "Species of Special Concern".
CNPS 1B	Plants considered rare and endangered by the California Native Plant Society.
CNPS 2	Plants rare or endangered in California but common elsewhere.
CNPS 4	Plants of limited distribution-A Watch list.

Table RR-5
Sensitive Animal Species
in the Study Area Vicinity

Species	Status		Comments
	Federal	State	
AMPHIBIANS AND REPTILES			
Clemmys marmorata pallida Western pond turtle	FC2	CSC	Locational information in CNDDB (1992) is suppressed to protect this species, but potentially in permanent or semi-permanent streams, ponds, and marshes in the project area.
Cnemidiphorus hyperythrus Orange-throated whiptail	FC2	CSC	Observed in coastal sage scrub, chaparral, and grassland habitats east and south of the study area.
Phyrnosoma cornatum blaninvillei San Diego horned lizard	FC2	CSC	Observed in coastal sage scrub, chaparral, and grassland habitats east and south of the study area.
BIRDS			
Haliaeetus leucocephalus Southern bald eagle	E	E	Known to occur in Chino Hills State Park. Winter visitor near large bodies of water
Aquila chrysaetos Golden eagle		P	Breeds in the project vicinity in secluded oak and riparian woodlands.
Elanus caeruleus Black-shouldered kite		P	Foraging and nesting habitat is located in the eastern part of the project area.
Accipiter cooperi Cooper's hawk		CSC	Potentially breeds in oak and riparian woodland habitat onsite
Buteo swainsoni Swainson hawk		R	Known to occur in Chino Hills State Park. Summer visitor in woodland habitats
Athene cunicularia Burrowing owl		CSC	Probably occurs in disturbed grazed grasslands in the eastern part of the project area.
Asio otus Long-eared owl		CSC	May occur in oak and riparian woodlands on the project site.
Coccyzus americanus occidentalis Western yellow-billed cuckoo	FC3	E	Marsh (1979) considered the riparian woodland habitat along the Santa Ana River as suitable habitat for this species
Lanius ludovicianus Loggerhead shrike	FC2	CSC	Breeding resident in study area
Vireo bellii pusillus Least bell's vireo	E	E	Requires dense willow riparian woodland, which probably does not occur in the project area.
Campylorhynchus brunneicapillus couesi San Diego (coastal population) Cactus Wren	FC2		
Polioptila californica California gnatcatcher	PE	CSC	Likely to breed in coastal sage scrub in project area.
MAMMALS			
Taxidea taxus Badger		CSC	Potentially occurs in open grasslands in eastern part of the study area.
Felis concolor Mountain lion		P	One radio collared individual has been recorded in several canyons in the eastern margin of the study area.

Federal
- FC2 - Federal Candidate List 2 insufficient information for listing at this time.
- E - Listed as federally endangered.
- PE - Proposed to be listed as endangered.
- P - Protected from take by federal law.

State
- E - Listed as endangered by the State of California.
- CSC - California species of special concern.
- P - Protected from take by California law.

3. Watershed

Watershed is defined as the area drained by a given stream. The Santa Ana River watershed is the most extensive in Orange County. The Yorba Linda planning area is drained by the Santa Ana River in its natural configuration. beyond Yorba Linda the river is channelized. The flow of the Santa Ana River is intermittent for the majority of the length of the year - in the summer the flow may consist of a mere trickle in the upper reaches of the river.

B. Conservation/Open Space Used for the Managed Production of Resources

Open Space area for the managed production of resources with regard to this section include agricultural lands, areas of economic importance for the production of food or fiber and areas containing major mineral deposits. The City of Yorba Linda is predominantly a residential community that contains a limited amount of undeveloped land. Although some of this undeveloped land is currently used for small scale agricultural uses, it is unlikely that it will continue as agricultural land in the future.

1. Agricultural Resources

The Yorba Linda planning area contains land generally categorized as "important farmland" along the Santa Ana River, according to the 1982 County of Orange Resources Element. This land has largely been designated for development, with portions held in open space for flood control functions. The City does not contain any land designated as agricultural preserve by the Williamson Act.

2. Mineral Resources

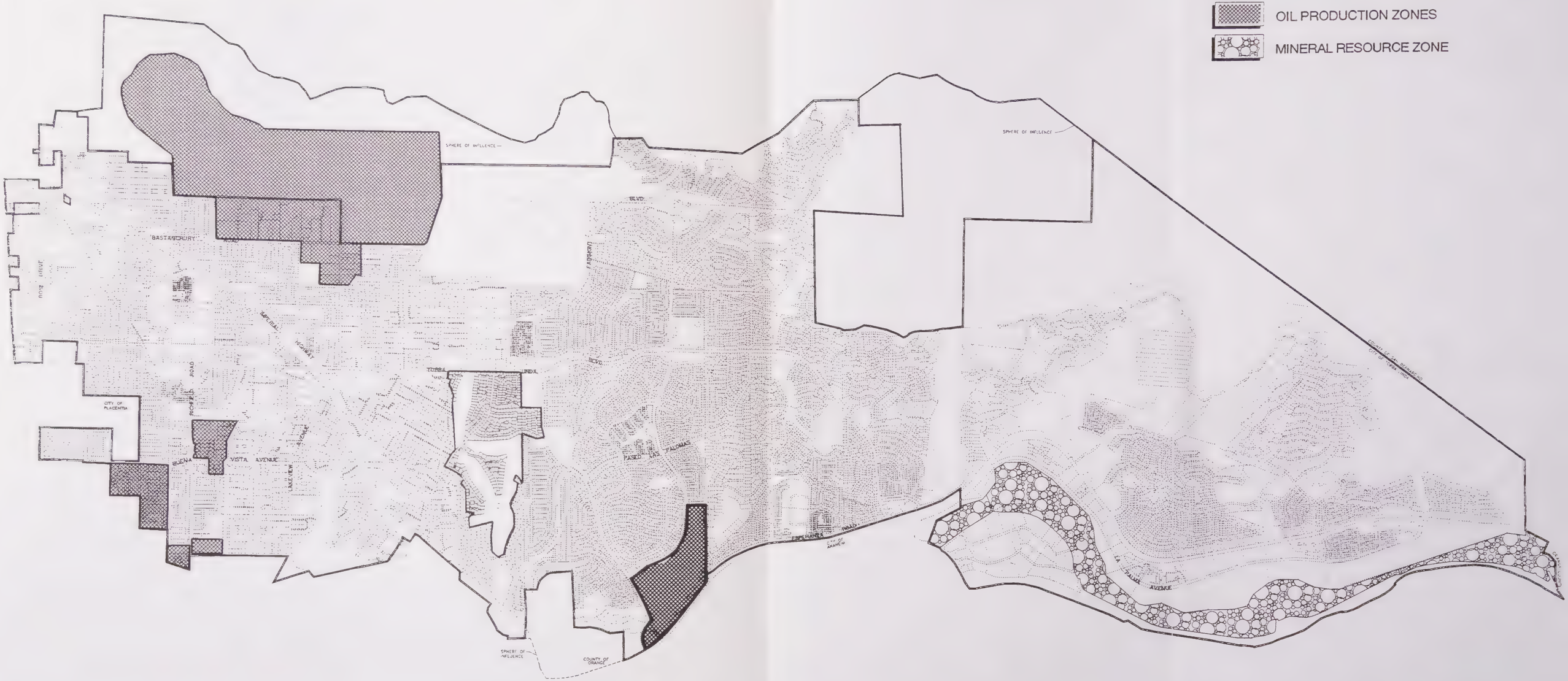
Exhibit RR-5 identifies the open space in Yorba Linda containing those mineral resources that require managed production. In the City of Yorba Linda planning area the bulk of construction aggregate is found in the natural sand and gravel deposits of the Santa Ana River. A number of small quarries are scattered throughout the City, all of which are currently inactive.

The first mineral commodity selected by the State Mining and Geology Board for classification by the State Geologist was construction aggregate, comprised of sand, gravel and crushed rock. In 1975 the State legislature adopted the Surface Mining and Reclamation Act (SMARA). The primary objectives of SMARA are the assurance of adequate supplies of mineral resources important to California's economy and the reclamation of mined lands. These objectives are implemented through land use planning and regulatory programs administered by local government with the assistance of the State.

MANAGED PRODUCTION OF RESOURCES

OIL PRODUCTION ZONES

MINERAL RESOURCE ZONE



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Exhibit RR-5

The SMARA designated Mineral Resource Zones for areas processing minerals which were of State-wide or regional importance. The Santa Ana River area including portions of Featherly Park has been classified as Mineral Resource Zone 2 (MRZ-2). MRZ-2 areas indicate the existence of a construction aggregate deposit that meets certain State criteria for value and marketability based solely on geologic factors. The Board does not utilize "existing land uses" as a criteria in its classification of MRZs. This may result in the classification of MRZs which are already developed in a variety of uses and intensities, rendering these areas unsuitable for mining production. The City of Yorba Linda contains two specific mineral areas classified and designated as a "Resource Sector". A Resource Sector is an area judged to contain a significant deposit of construction-quality aggregate that is available, from a general land use perspective, to meet the future needs of the Production-Consumption (P-C) region. The two Resource Sectors are located adjacent to Featherly Park, and include lands presently part of the SAVI Ranch development.

The presence of resource sectors require that the General Plan show the location of the sectors and incorporate policies for the management of their mineral resources. The resource sectors represent potential sources of aggregate of moderately well known quality and quantity in the City, yet are currently not mined, nor are there any plans for active extraction operations. If a city proposes a land use that is not compatible with mineral resource extraction in or near resource sectors, it must reveal why the mineral resource is not being protected. The designations of this mineral resource area as Open Space, with Flood Plain zoning overlay, with established recreation uses of Featherly Park does in effect protect the resource extraction potential. However, the use of aggregate underlying the sand beneath Featherly Park and within portions of SAVI Ranch in these Resource Sectors would require major land uses changes, as well as loss of valuable open space and recreation facilities.

3. Petroleum Resources

Yorba Linda's petroleum resources are in the form of oil deposits. This non-renewable resource is formed through a slow geologic process, and is associated with a number of sub-surface geologic structures in the Los Angeles sedimentary basin. The on-shore fields are aligned with the Newport-Inglewood and Whittier fault zones which have facilitated the entrapment of petroleum resources.

Oil extraction, which began in 1897 in Orange County, has been declining on the whole over the past decade due to depletion in the fields. Oil extraction in Yorba Linda is also declining as resources are depleted, cost returns are diminishing and development pressure continue to exist. The City has identified existing and potential petroleum resource areas through the Oil Combining Overlay Zone of the Yorba Linda Zoning Code. The Yorba Linda oil field lies immediately north

of the City limits at the base of the Chino Hills. Shell Oil Company established oil production on this field in the 1930's, with the first oil wells situated on the west side of the property. At a later date, heavier accumulations were found in the central and eastern portions of the 875 acre site. These later finds are the most heavily encumbered and active at the present time. The Yorba Linda oil field (known as the Shell Property) contains 337 production wells, and produced approximately 1.7 percent of the regional oil yield. The Shell Property is proposed for annexation into the City within the next two decades to be developed as a residential development opportunity.

The development is considered, in a sense, reclamation of the property. The west field area is less heavily encumbered and is likely to be reclaimed first. The eastern portion would constitute a second phase of reclamation, with the central portion, where the active thermal is still on line, continuing activity for up to twenty years, based on economic conditions and operating costs.

C. Conservation/Open Space for Public Health and Safety

Yorba Linda must protect the public health and safety of the community. This involves the identification of areas that pose a potential threat to health and safety; along with the implementation of proper planning techniques to minimize potential health and safety threats. These areas in the community require special planning considerations to avoid potential hazards. Refer to the Safety Element for mapping of these areas. These areas include the 100-year floodplain zones along the Santa Ana River, slopes over 30% grade and wildland fire-prone areas.

The 100-year flood plain poses minimal threats to developed lands in the City. The City has designated these areas as Open Space, with a zoning designation overlay of Floodplain (FP-2). Allowable uses in the floodplain area are limited to flood control and roadway projects, temporary structures, agricultural uses, parks and wildlife/natural preserves and open space.The wildland fire-prone areas occur on the undeveloped canyons and hillsides to the north and east of Yorba Linda. Dry grasslands and brush provide fuel for potential fires that may threaten development within Yorba Linda.

The hillsides and canyons in Yorba Linda occur predominantly to the north of the Cañon de Santa Ana. These lands contain slopes over 30 percent that represent a constraint to traditional development practices. The steeply sloped lands also define the natural landform of Yorba Linda and are an aesthetic resource. These canyons, including the Cañon de Santa Ana, upper and lower Brush Canyon, B24 Bee Canyon, Blue Mud Canyon, Lost Trough Canyon and Telegraph Canyon, form a natural edge between development in Yorba Linda and the sensitive lands of the Chino Hills State Park.

CYL-01\GP4-Rec.Ele

Chapter Five

HISTORIC RESOURCES ELEMENT

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HISTORIC RESOURCES

I. INTRODUCTION

The purpose of incorporating an Historic Resources Element into the General Plan is to provide the basis for enabling legislation and policy guidance that will allow the City of Yorba Linda to effectively preserve, enhance and maintain sites and structures which have been deemed architecturally and historically significant. This is critically important in Yorba Linda, which contains many older structures representative of the "small town atmosphere" which may be threatened with demolition, degradation or removal as the City responds to change.

A. Authorization and Scope

The authorization to prepare an Historic Resources Element and the scope of such an element are contained in Section 65303 of the Government Code which permits a General Plan to include:

> *Any other elements or address any other subjects which, in the judgement of the legislative body, relate to the physical development of the county or city.*

There are many benefits associated with including historic resources as an integral element of the City's General Plan; including social, architectural and economic.

The social benefits of historic preservation are expressed as increased community pride in the retention and rehabilitation of the City's early built environment. Enthusiasm and popular interest in the community's past can sustain a recognizable identity for Yorba Linda and a source of community pride, as well as reinforce the unique small town character.

Preservation activities have enhanced property values and increased economic and financial benefits in many cities. The designation of an area as an historic district can have the effect of stimulating economic growth in a previously economically stagnant area. Within the older commercial cores of a number of cities, communities have turned to historic preservation, adaptive reuse, and compatible design controls to strengthen the City's economy and enhance the City's attraction to residents, tourists and visitors. These areas all have the potential of attracting many visitors from the local and regional level. For Yorba Linda, historic resources provide an advisory architectural theme upon which the Community Core Area Plan is established.

A general increase in property values may result, and tax revenues are likely to increase. Other economic benefits come from construction and related work involved in rehabilitating and adapting historic structures. Rehabilitation is more labor intensive than new construction, but requires fewer materials. Adapting historic structures to new uses, however, often costs less than new construction. The type of skills needed for the majority of the service oriented jobs provided by tourist-oriented and specialty commercial activity broadens employment opportunities for students, seniors and others seeking employment.

Some believe that a city cannot afford not to have an historic resources program. This arises from the fact that it would be prohibitively expensive to duplicate the fine craftsmanship and design of the original architecture and building detailing found in many historic structures. In an era of diminishing resources, rising building costs and expensive building materials, the rehabilitation and restoration of older structures becomes an attractive alternative to demolition and new construction. Once abundant and inexpensive, the materials used in some older structures are now rare and expensive.

A Historic Resources Element lays the groundwork for a comprehensive preservation ordinance. This ordinance will ensure the City's commitment to an enforceable preservation program. An Historic Resources Element can help establish that it has not acted arbitrarily or unreasonably in placing restrictions on a particular district or piece of property for historic preservation purposes.

II. GOALS, AND POLICIES

Goal 1

Establish a downtown "town center" area that protects and enhances historic, architectural and cultural resources.

Discussion The City of Yorba Linda currently does not have a recognized central core. The historical downtown area contains structures which represent the City's heritage and agricultural roots. However, the historical downtown area is not cohesive in architectural style, nor comprehensive in the mix of commercial and residential uses. The Community Core/Historic Downtown Area Plan has been established with the intent of revitalization of the area. Preservation of historical structures with architectural significance will used as a basis for an advisory theme in the Community Core/Historic Downtown Area Plan designation.

Policy 1.1 Encourage the preservation, maintenance, enhancement and reuse of existing historic buildings in redevelopment and commercial areas.

Policy 1.2 Require design standards for commercial buildings and signs to be historically authentic.

Policy 1.3 Require new projects in historically significantly areas to complement the design of other historically significant structures in the area.

Policy 1.4 Develop programs in the areas of tax relief, exemption of building permit fee payments, transfer of development rights, and building code relaxation as they apply to historic building and districts.

Policy 1.5 Consider the establishment of a program to relocate reusable older buildings into the downtown redevelopment area as a means of historic preservation.

Policy 1.6 Utilize the Redevelopment Agency as a vehicle for preservation activity.

Policy 1.7 Require that a City Council review be conducted on demolition permit applications for buildings designated or potentially eligible for designation as historic structures.

Policy 1.8 Allow public input on demolition permit applications, rehabilitation projects, and alteration to structures potentially eligible for listing on the National Register of Historic Places.

Goal 2

Preserve, protect and restore significant architectural and historical sites, structures and districts in the City.

Discussion The City of Yorba Linda contains a variety of historically unique structures and neighborhoods which visually narrate the evolution of the City from a small ranch community to the "Land of Gracious Living" as it is today. Historic resources, however, often are sacrificed to development pressures. The rich cultural resources of the City must be recognized, and measures taken for their perpetuation.

Policy 2.1 Provide incentives for owners of historic resources to maintain and/or enhance their properties in a manner that will conserve the integrity of such resources in the best possible condition.

Policy 2.2 Require appropriate adaptive reuse of historic resources in the Historic Downtown and Park Avenue/Park Place neighborhoods in order to prevent misuse, disrepair and demolition.

Policy 2.3 Implement Preservation Mechanisms designating any site, structure, district area deemed to be of local, historical, architectural, or cultural significance. In conjunction, seek Certified Local Ordinance and Certified Local Government status from the California Office of Historic Preservation.

Policy 2.4 Insure historic protection in the Historic Downtown, the Park Avenue - Park Place neighborhood and selected areas with historic character but which do not meet the criteria of a historic district.

Policy 2.5 Require that all City-owned properties containing or adjacent to historic resources are maintained in a manner that is aesthetically and/or functionally compatible with such resources.

Policy 2.6 Insure that potential development projects in Historical Preservation Ordinance Zones and in areas adjacent to designated historic resources are subject to a design review process.

Policy 2.7 Cooperate with local historic preservation organizations doing preservation work and serve as liaison for such groups.

Policy 2.8 To support the heritage of the City, facilitate maintenance and appropriate historical markers for the Yorba Family Cemetery, located outside of the incorporated City boundary.

III. IMPLEMENTATION PROGRAMS

The following indicates the programs which will be carried out by the City of Yorba Linda to implement the goals and policies of the Historic Resources Element.

A. Maintenance and Preservation

1. Adopt a Historic Resources Ordinance which provides for a Yorba Linda Historic Register Program. The Ordinance will enable the City to pursue its preservation policies through conformance with the California Office of Historic Preservation standards for Certified Local Ordinance/Local District, and Certified Local Government Programs. The Yorba Linda Historic Register will serve as the official City listing of historically significant structures and sites. Placement on the Local Historic Register will be at the request of the property owner, in conformance with established prerequisites, and will entitle the property owner to specific benefits.

2. Establish a procedure for historical/cultural review of the local designations, or assign the responsibility to an existing decision-making body. Responsibility of this body will be the determination of specific criteria for determining significance of historic resources. The City shall adopt this criteria and develop a certification program for Historic Points of Interest, Sites, Structures and Districts.

3. Continue enforcement of the State Historical Building Code through Title 24, California Administrative Code and the Uniform Building Code (UBC).

4. Develop a process to facilitate the transfer of structures proposed for demolition to the Downtown Historical District and Park Avenue/Park Place neighborhood. Identify City owned property with potential for storage of these structures. The City, in conjunction with the Redevelopment Agency, using any available funding sources as deemed appropriate, shall enact a program that, in a clearly defined "last resort" situation, may relocate reusable older buildings from or into Redevelopment areas.

5. Establish historic districts that meet City criteria: consider as a priority the establishment of the Downtown and Park Avenue/Park Place as potential districts. Revise the Zoning Code to include a Historic Preservation Overlay Zone that is intended to protect and enhance the setting and environment of these districts through specific requirements for setbacks, building placement, height, massing, architectural concept, and design review requirements.

6. Revise the Zoning Code to encourage adaptive reuse through a reinterpretation or changes to the Zoning Code where it applies to new uses in older structures, provisions for additions or retention of additions to older structures, setback and parking requirements so as to foster the continued use of such older structures.

7. Develop and/or enhance design standards for new construction and landscaping to insure special measures are made for site preservation of historically significant resources and compatibility of new with old. These standards shall encourage the following:

   - Compatibility of building design, placement and scale with adjacent buildings of historical significance.

   - Emulation of the existing character of spaces and setbacks of historical structures so as to maintain the ambient rhythm of the streetscape.

B. Incentives

1. Participate in negotiations with local lending institutions to establish a special loan for State certified and/or locally designated historic buildings.

2. Enact a program to provide incentives for preservation, restoration and rehabilitation of historic resources through purchase of facade easements, waiver of fees, flexible building requirements, building regulations, rehabilitation loans and grants, and technical advice by persons qualified in historic preservation, restoration techniques, and loans and grant programs.

3. Establish a program which exempts owners of State certified and/or locally designated historic buildings from paying building permit fees when the rehabilitation is performed in accordance with Title 24 and Uniform Building Code requirements.

4. Actively pursue alternative funding including grants, loans, and tax benefits which are available from State and federal sources to encourage historic preservation.

C. Public Awareness

1. Maintain the local preservation library in conjunction with the Yorba Linda Public Library which contains information on rehabilitation, historic data, and preservation techniques.

2. Continue to publish and distribute local walking tour pamphlets.

3. Develop fact sheets for owners of significant structures and sites which explain the benefits of listing on the Local Register and the National Register.

4. Develop an historic rehabilitation guidelines handbook which provides standards for rehabilitation.

IV. BACKGROUND DATA

A. Historical Background

The name Yorba dates back as far as 1769 when Jose Yorba was part of an expedition exploring the area now known as Orange County. In 1809, Jose Yorba petitioned for and was granted 62,000 acres of land which came to be known as Rancho Santiago de Santa Ana. Over the years portions of the Rancho were sold and portions eventually became part of the City of Yorba Linda.

In 1907, Jacob Stern, a Fullerton resident and owner of portions of former Yorba lands, sold a large area to the Los Angeles based Janss Corporation. Yorba Linda officially began as an agricultural community in 1908-09 with the subdivision property by the Janss Corporation. The new town was named Yorba Linda - "Yorba" after the early land grant family , and "Linda" meaning pretty in Spanish. The agricultural potential of the area for lemons, avocados and oranges was emphasized, and became the mainstay of the community's early economy.

The first settlers to the community arrived between 1910 and 1920. Land prices were low, motivating the purchase of large lots for orchards and homesites. The predominant architectural style was represented by craftsman style ranch houses, typically surrounded by citrus or avocado groves. The economic vitality of the community was strengthened by the extension of a Pacific Electric Railway Company line from Los Angeles, resulting in the construction of a depot in Yorba Linda in 1910-11.

The railway depot served as the impetus for the development of a small core community around the depot. Two packinghouses were built adjacent to the railroad station. North of the depot, the downtown area began to develop, consisting of a mixture of commercial uses and residences, primarily inhabited by local merchants, packinghouse employees and the occasional oilworker. The early buildings were comprised of Craftsman style and an occasional representation of other styles such as Mission Revival. The downtown area became the center for religious worship, fostering the construction of two church facilities in the Craftsman style, including the Friends Church in 1912 and the Presbyterian Church (now the Baptist Church) in 1919.

A three block residential neighborhood evolved south of the downtown, providing residences for local merchants and packinghouse workers. This neighborhood, known as the Park Place-Park Avenue neighborhood, features a predominance of Craftsman bungalows, mostly constructed between 1911 and 1920.

Yorba Linda had become an economically stable agricultural community by 1920. The downtown area had grown around the railway depot and two packinghouses, and included the Park Place-Park Avenue neighborhood. The Lemon Packinghouse was destroyed by fire in the late 1920's, and a new structure was built of reinforced concrete and modern interior equipment. Several new wood framed commercial structures were built on Main Street, as well as several brick buildings, which provided better protection against fire. New residential structures were designed in the Spanish styles which became popular during this period. Such residences reflected a more cosmopolitan style as well as prosperity. However, the overall character of the town remained unchanged.

The Depression of the 1930's brought an economic slowdown to Yorba Linda, but the population remained stable. The citizen's of Yorba Linda weathered the economic hardships and by 1940 it had recovered from the Depression with its agricultural economy intact. Many residences built during the 30's and 40's reflected a new style known as the Ranch House style. Other homes were constructed in the period revival style that had been popular prior to the Depression. Yorba Linda community remained a small agricultural center with vast acreages of agricultural land until the early sixties when new development began to alter the character of the community. Large citrus groves were replaced by tract homes. However, the older downtown area maintains the connection with Yorba Linda's past.

B. Architectural Resources

The City of Yorba Linda contains a considerable variety of historic residential and commercial architecture. The following examples represent the most predominant styles which remain intact today. These examples serve as a background to understanding the significant historic architecture of the city, and the later discussion on its preservation.

1. Craftsman Bungalow (Circa 1905-1925)

The Craftsman Bungalow House is typically a single-story house with one or more broadly pitched, overhanging gables. This type of house is recognized by the deliberate use of natural materials, its emphasis on structural form, and a casual relationship with the out-of-doors. The Craftsman Bungalow has exposed beams beneath overhanging eaves, projecting brackets, and a propensity toward Swiss or Japanese motifs. Brown shingles are the most common, though sometimes wood clapboard siding is used instead.

Two large pillars usually support the front porch gable. Made of wood or stone, the columns rest on pedestals which rise up out of the foundation and serve as endposts for the porch railings as well. Ideally, the foundation of the Craftsman Bungalow would be constructed of local stone so the house appears to emerge from the earth.

2. California Bungalow (Circa 1890-1940)

A common architectural style in Yorba Linda, as in other California cities is the California Bungalow. It is characteristically a one-story structure with a broad, gently pitched gabled roof. The roof overhangs a front porch which is often supported by battered piers. Natural materials are commonly used in the construction, such as wood siding and foundations made of brick or stone. Beams and other structural members are often exposed. Dormer or "eyebrow" windows may punctuate the roof line.

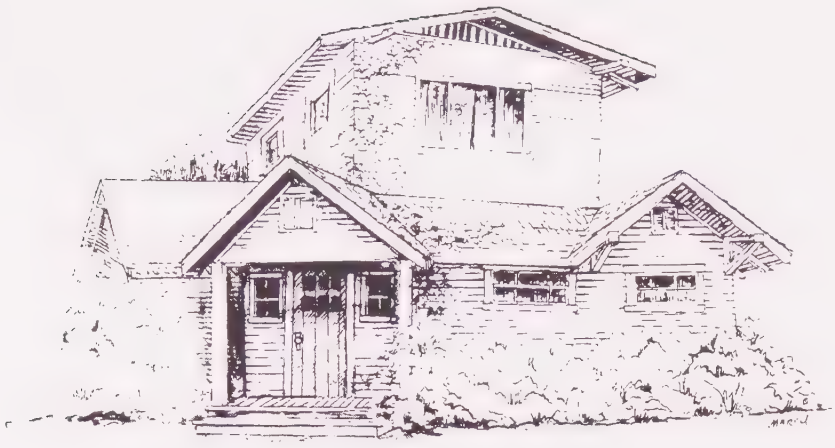
The California Bungalow shares small size and low pitched roof characteristics with the Craftsman Bungalow. The feature unique to the California Bungalow is a pair of elephantine columns which support the small gable over the front porch. On their own, these heavy looking posts with broad base and tapered top seem too short and awkward, but in place they are clearly proportionate to the overall bungalow design.

3. Mission Style - Mediterranean (Circa 1890-1920)

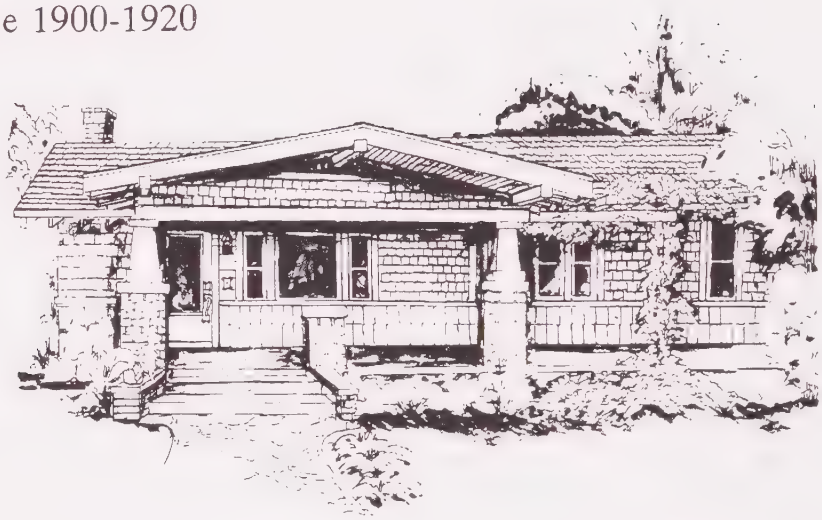
The Mission (Mediterranean) Style house is characterized by low-pitched red tile roofs and plain plastered or stucco walls. Not all Mission Style houses, however, have red tile roofs; many of the smaller houses of this style are covered by flat tar and gravel roof concealed behind a parapet or the from porch gable. Typically, it is only the porch, or parapet of these small homes which is covered in red tile, the suggestion enough to set the Mediterranean theme for the entire house.

Ornamentation and detailing on the Mission Style house is restrained. Parapets, towers and curvilinear gables, characteristic of the Spanish missions, are common features of this style. Wood or wrought iron is used for second story balcony railing on larger homes, or as window grilles on cottages.

HISTORIC ARCHITECTURAL STYLES



Craftsman Residential Style 1900-1920



California Bungalow Style 1890-1940



Spanish Colonial Revival Style 1915-1941

The City of

YORBA LINDA

THE PLANNING CENTER

Exhibit H-1

4. Spanish Colonial Revival (Circa 1915-1941)

While incorporating many elements of the Mission style - low pitched, red tile roofs, towers, parapets, and white stucco or plaster walls - the Spanish Colonial Revival Style is more decorative and lacks the simplicity or form of the Mission Style. Arches are supported by piers or columns, and walls are richly ornamented with terra cotta or cast concrete. Common features include balconies, arcades and windows of various sizes, often ornamented with wooded or wrought iron railings and grilles. Homes of this style were related to the outdoors through the use of French doors, terraces and pergolas.

C. Historic Resources Survey

The history of Yorba Linda is represented in a scattering of buildings and structures. However, concentrated areas of historic structures exist within the City. A general reconnaissance survey of the City of Yorba Linda was conducted in 1980-81 to locate, inventory and plan for the preservation of historic resources of significance to Yorba Linda and the State of California.

1. Method of Survey and Criteria

The survey activity was divided into three phases:

Phase I - August 1980 to September 1980

1. A windshield survey was conducted to determine the numerous sites and structures of importance.

2. An Advisory Board was established to assist in evaluating the importance of structures, input historical data and to review the proposed planning recommendations.

3. The Architectural Style Guide for volunteer training and public relations purposes was developed.

4. Develop survey inventory forms and photographs to accompany the forms.

Phase II - September 1980 to April 1981

1. Establish a volunteer recruitment force to perform historic research gathering and sidewalk surveying.

2. Historic survey data collected, catalogued and evaluated to determine its importance to the community.

Phase III

1. Completion of the historic survey data gathering and form completion.

2. Development of the preservation planning strategies and recommendations.

3. Creation of a planning map identifying sites and buildings of significance.

4. Preparation of a walking/driving tour pamphlet highlighting the historic survey results.

D. Survey Findings

The Historic Survey results yielded concentrations of homes and buildings with historic and architectural significance to the City of Yorba Linda. The Historic Survey, while comprehensive, may not be inclusive of all resources of perceived historic significance to the City. The Historic Resources Ordinance will serve as the vehicle for recognition of additional historic resources. The buildings were assigned to three potential groupings, including: buildings currently listed on the National Register of Historic Places; buildings or districts eligible for National Register listing; buildings and districts locally significant but not eligible for the National Register of Historic Places. The location of the historic resources is mapped on Exhibit H-2.

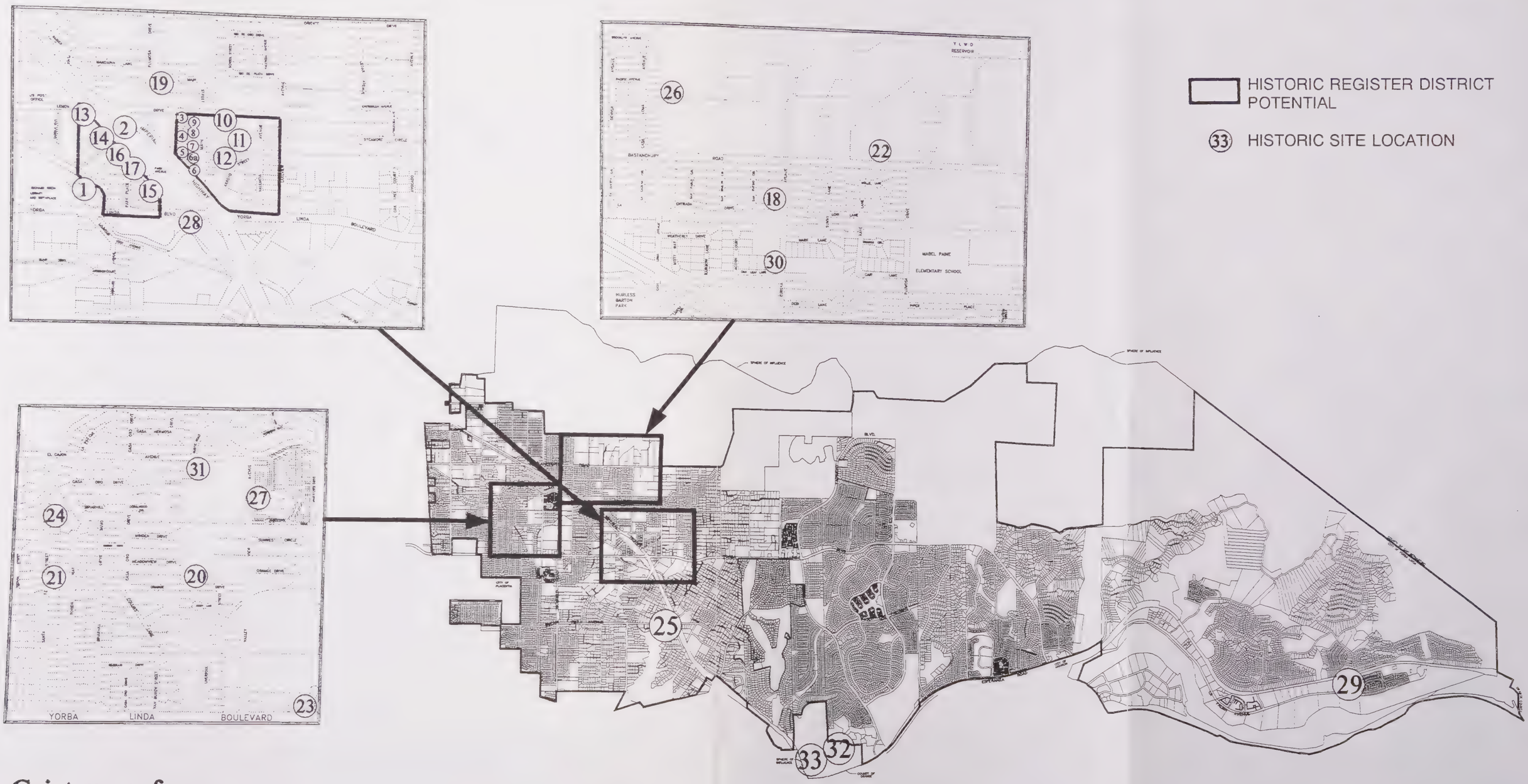
1. National Register of Historical Places Listing

The City currently has two structures listed on the National Register of Historic Places. Listing on the National register is limited to buildings of national significance. Properties must be a minimum of 50 years old or be of exceptional importance, retain their architectural integrity, and represent an outstanding example of the architectural period. The following structures are listed on the National Register of Historic Places:

(1) 18061 Yorba Linda Boulevard **1912**
Richard Nixon Birthplace

Constructed in 1912 by Frank Nixon, it is in this house that his son, Richard M. Nixon, was born on January 9, 1913. Richard Nixon later became the 37th President of the United States and Yorba Linda's most famous citizen. Uncomplicated in design, this Craftsman Style house, with its large pepper trees, has a rural character.

HISTORIC RESOURCES SITE LOCATIONS



The City of

YORBA LINDA

THE PLANNING CENTER
GEOGRAPHIC INFORMATION SYSTEMS
1305 DOVE STREET, SUITE ONE HUNDRED
NEWPORT BEACH, CA 92660 (714) 851-9444

Exhibit H-2

(2) **Pacific Electric Railway** **1911-12**
18132 Imperial Highway

This is the site of the "Big Red Car" stop in Yorba Linda on their way from Los Angeles. Yorba Linda's first transportation link with the surrounding communities, the "Red Cars" also carried much of the area's agricultural produce to the large Los Angeles market. The structure has been converted to a restaurant, with the majority of historical elements retained.

2. National Register of Historic Places Eligibility

Two areas surveyed were of potential historical district merit, containing a cohesive collection of pre-1930's buildings of similar history and architectural identity. These two neighborhoods, located in the heart of the community, are deemed eligible for National Register listing, and are worthy of special planning attention. In addition to concentrated historic districts, Yorba Linda contains a diversity of individual structures located throughout the City which are historically significant, and are determined to be of National Register quality. This includes a thematic grouping of early Yorba Linda "ranch" houses exhibiting characteristics of Craftsman and California Bungalow Styles. Examples of individual structures are presented on Exhibits H-3 and H-4. The eligible districts and structures are described as follows:

Downtown Area

The Downtown Area consists of 21 acres bounded by Imperial Highway, Lakeview Avenue, Lemon Drive, Yorba Linda Boulevard and Plumosa Drive. This was the original center of the community and is notable for its small town character, pedestrian orientation and mixture of commercial, residential and religious institution buildings. The Downtown Area consists of commercial buildings along Main Street and Olinda, and residences on Lakeview, Valencia and School Streets. A semi-rural atmosphere prevails in this neighborhood. Noteworthy structures within the Downtown area include:

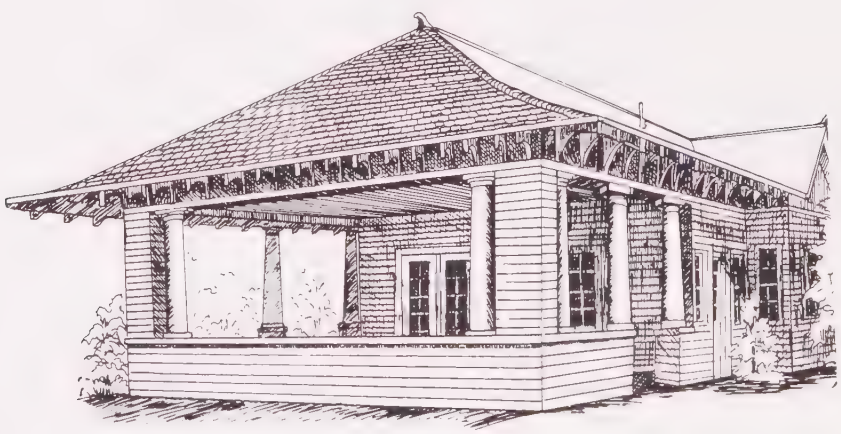
(3) **4802 Olinda** **1926**
Dr. Cochran's Residence and Office

Symmetry characterizes this Mediterranean Revival residence and office which was constructed by E.J. Herbert for Dr. Richard Cochran and his wife, Ellen. Dr. Cochran delivered numerous babies all over the county. His office was located in the rear of the house.

NATIONAL REGISTER OF HISTORIC PLACES LISTING



Richard Nixon Birthplace - 1914
18061 Yorba Linda Boulevard



Pacific Electric Railway
Depot - 1911
18137 Imperial Highway

REPRESENTATIVE HISTORIC RESOURCES

COMMERCIAL STRUCTURES



Lemon Growers Packinghouse - 1922, 1929
18260 Yorba Linda Boulevard



Friends Church 1912
18372 Lemon Drive



Stahler Building/Retail 1923, 1920
4821 and 4815 Main Street

(4) **4862 Olinda** **1914, 1918**
Holloway Apartments

The picturesque stepped roof accents this two-story apartment building. The lower story serves as commercial space and once housed the offices of the Yorba Linda Star Newspaper and Janeway's Grocery. Its simple Mission Revival style facade has been sheathed by a stucco coat and is not visible at this time.

(5) **4866 Olinda** **1911**
Yorba Linda School

Seemingly simple in design, this Craftsman style structure was the first of the community's numerous schools. This one-room schoolhouse was constructed by community volunteers and opened in September, 1911. In only one year, the community had outgrown this small structure and a new school was constructed. The building is currently used for commercial purposes.

(6) **4901 Main Street** **1927**
Yorba Linda Hardware

Ed Kaub constructed this building for the Yorba Linda Hardware and it continues to serve the same purpose. Its brick exterior and large arched front facade are distinctive design elements of this edifice.

(6a) **4891-93 Main Street**
Earnest R. Walker Building **1923**

Ed Kaub constructed this building for Earnest R. Walker. It represents one of two masonry buildings constructed by Ed Kaub in the City. The brick exterior constitutes a distinctive design element of this structure.

(7) **4845 Main Street** **1914**
Ley Building

Simplicity characterizes this two-story Craftsman commercial building. Phillip Ley built this structure and rented the lower story as commercial space. The upper floor was utilized for meetings and the building was eventually purchased by the Masonic Lodge. Cannons Drugstore, known for its delightful sodas, occupied the ground floor for many years.

(8) 4821 Main Street **1923**
Stahler Building

Local postmaster Frederick Stahler was instrumental in the construction of this two-story Craftsman commercial building. The post office utilized the ground floor while the Stahlers lived upstairs. This structure is one of the most eye-pleasing on Main Street. Its decorative cornice with pediment accents the overall symmetry of the building.

(9) 4815 Main Street **1920**

At one time a shoe store, this one-story Craftsman commercial building is highlighted by a decorative cornice with brackets. It enhances the overall character of Main Street.

(10) 18372 Lemon Drive **1917**
Methodist Church, Presbyterian Church

A large-open bell tower dominates the corner of this Craftsman style church. Originally built as the United Presbyterian Church, it was sold to the Methodist Church only a few years after its construction. In 1963, the Methodists sold the church to the Baptists. The church has a wealth of Craftsman style details including broad exposed roof beams and large arched windows.

(11) 4832 School Street **1913**

Looking like a one and a half story house, this building was originally a schoolroom. This and the adjoining bungalows were built to accommodate the overcrowded schools.

(12) 18372 Lemon Drive **1912**
Friend's Church
(Located on School Street)

A painted corner tower identifies this Craftsman style church. Constructed by local citizens, this was Yorba Linda's first church. Everyone in town donated time to construction of the building, with the Janss Corporation donating the land and the Whittier Friend's Church donating the lumber. The adjoining parsonage was constructed at about the same time.

Park Avenue/Park Place Neighborhood

The Park Avenue/Park Place residential neighborhood is located between Yorba Linda Boulevard and Imperial Highway, southwest of the historical downtown. Informal streets without sidewalks and curbs in combination with large trees create a rural atmosphere in this neighborhood. The area is characterized by Craftsman and California style bungalows developed primarily between 1912 and 1920 to house local merchants and packinghouse employees. This area is Yorba Linda's only early bungalow neighborhood. Noteworthy structures within the Park Place/Park Avenue include:

(13) 4801 Park Avenue **1918**
Trueblood Residence, Janeway Residence

This large Craftsman style residence dominates this corner site. Now utilized for commercial purposes, the extensive shrubbery provides a picturesque quality to the house. The Janeways purchased this house from the Truebloods in the early twenties.

(14) 4855 Park Avenue **1916**
Walker Residence

Shaded by several large trees, this large Craftsman residence was at one time inhabited by Ernest Walker. He sold real estate and was the president of the local Chamber of Commerce.

(15) 4951 Park Avenue **1916**

A number of small bungalows like this one were moved to Yorba Linda from Olinda when the oil production declined. Such houses were quite small and simple in design which facilitated their movement.

(16) 4891 Park Avenue **1913**
Ross Residence

Another of the informal Craftsman style bungalows, this house was purchased by Paul and Alice Ross from Eldo West. It is a fine example of the large Craftsman style house built in this neighborhood.

(17) 4912 Park Avenue **1912**

This worker's bungalow has a large porch where one could rest away from the oppressive summer heat. Numerous residents lived here including Charles and Dora Page. The house still functions as s simple but functional residence.

Yorba Linda "Ranch" Structures

(18) 4341 Eureka Avenue **1912**
Quigley Residence

With the spacious setting, this house looks very much like it did when Fred and Maud Quigley resided here in the late teens. The Quigley's were one of Yorba Linda's early pioneer families. Merlin Quigley constructed the first blacksmith shop at Main and Lemon Drive.

(19) 4742 Plumosa **1912**
Kinsman Residence

One of Yorba Linda's early ranch houses, the prevalent broad porch provided shade during the hot summer months. Early ranchers, George and Abbie Kinsman, were the first owners of the house. Later Avalon Adams resided here.

(20) 17322 Orange Drive **1922**

Stanley and Ruth Collins had this large Craftsman style residence constructed for their ranch. One of several large ranch houses in the community, they are reminders of Yorba Linda's early agricultural beginnings.

(21) 17131 Orange Drive **1913**
Selover Residence

This quaint Craftsman style bungalow was constructed by Ed Kaub for Benjamin and Kathleen Selover. Such houses copied the famous designs of Greene and Greene in Pasadena. This house is particularly inventive in the utilization of shingles and river boulders.

(22) 18161 Bastanchury Road **1922**
Jacobs Residence

An informal setting and large porch characterize this Craftsman style ranch house. Large avocado groves still surround the house. Edward and Lena Jacobs built this residence.

(23) 17611 Yorba Linda Boulevard **1922**
Niswander Residence

Certainly the most recognized of Yorba Linda's older houses, this large Craftsman style ranch house was once surrounded by groves. According to several older citizens, the first residents of this house, Isaac and Harvor Niswander, lived in the rear of the house and seldom utilized the remainder.

(24) 4602 Santa Fe **1913**

Hidden behind several large trees, this large two-story Craftsman style ranch house was designed to catch the cool evening breezes. The informal siting is a characteristic of this style.

(25) 18452 Buena Vista

This home represents the Craftsman style ranch home characteristic of Yorba Linda's early history as a growing agricultural community.

Other Structures and Sites Eligible for the National Register

(26) 1/2 Mile North of Bastanchury and Casa Loma **1913**
Mother Fuerte Avocado

The Mother Fuerte Avocado trees were the first avocado trees of this variety in California and were the parent trees of most of the Fuertes.

The original cuttings of the trees were brought from Mexico for a nursery in Altadena. John Whedon, local rancher, had ordered 40 trees from the nursery in 1913 but a severe frost killed all of the trees except for the Fuertes. In lieu of the other trees, John Whedon unhappily took 40 of the Fuerte trees for this Yorba Linda ranch. The trees grew well, produced numerous avocados and proved frost resistant. The Fuerte variety became popular throughout California.

(27) 4602 Valley View **1931**
Bates Residence

Elegance on a grand scale characterizes this large Spanish Colonial Revival style residence. Built by Clinton Abbot for William and Fannie Bates, for many years this was Yorba Linda's largest home. While the surrounding groves are now gone, the house retains its appeal.

(28) 18620 and 18292 Yorba Linda Boulevard **1922, 1929**
Yorba Linda Lemon Grower's Packinghouse

This large packinghouse replaced an earlier fire-ravished structure when constructed, it was equipped with the most up-to-date packing machinery. The building itself was constructed of reinforced concrete to resist future fires. Designed by Los Angeles architect, M. Noerenberg, local contractor Evan Herbert built the structure. The adjacent packinghouse office, unscathed by the fire, is now utilized as a flower shop.

(29) 3 Miles East of Esperanza Road **1913 - 1941**
Bryant Ranch

Certainly one of Yorba Linda's most unique and interesting sites. Once the location of the Rancho Santa Ana Botanical Gardens, only the Susan Bryant home, the Eucalyptus trees and portions of the pomegranate trees still remain. The beautiful three-mile roadway lined with pomegranate trees once lead up to the Ranch office and house. These were the buildings which were utilized by the ranch staff. Above on the hill were the gardens.

3. Locally Significant Buildings and Sites

Locally significant buildings and sites, including small Ranch style houses and small revival style residences are scattered throughout the community. These significant resources include:

(30) 17997 Oak Leaf **1930**

Move-ins represented a certain portion of the housing stock of Yorba Linda. This Provincial Revival style home was moved here from outside the community. It has been restored and rehabilitated and is certainly one of Yorba Linda's more beautiful homes.

(31) 17472 El Cajon **1935**
Colonel Evans Residence

While appearing quite modern in design, this house was constructed for Colonel William Evans in 1935. He assisted the Roosevelt Administration in establishing the Civilian Conversation Corps in the early thirties. at one time a candidate for governor, he is well-remembered for his beautiful Tennessee walking horses. His house is one of the first in Yorba Linda to be constructed at the end of the Depression.

(32) 1/2 Block North of Woodgate Drive **1858**
Yorba Cemetery

This 200 square foot cemetery, located in the Fairlynn Unincorporated County Island within the City's Sphere of Influence, is one of the oldest in Orange County. Bernardo Yorba deeded this plot of land to the Catholic Church for use as a cemetery for his family and friends. Over 400 people have apparently been buried here in marked and unmarked graves. It is supposedly haunted, according to several sources, and is one of the few reminders of the early hacienda era.

(33) 19651 Esperanza Road **1919**
Garcia Residence

This house is unique as it is constructed of local indigenous materials. Since the Santa Ana river is only a quarter of a mile away, it was not unusual for a house to be built of river boulders. Wood was expensive and difficult to transport. As a visual landmark, this is a notable building.

CYL-01\GP5-Hist.Ele

Chapter Six

NOISE ELEMENT

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NOISE

I. INTRODUCTION

The purpose of this Noise Element is to provide a means for protecting local citizens from the harmful effects of excessive exposure to noise. This may be accomplished by mitigating noise conflicts through the adoption of specific policies intended to achieve land use compatibility with respect to noise within the community.

Physical health, psychological stability, social cohesion, property values, and economic productivity are factors affected by excessive amounts of noise. Noise, as it has been simply defined, is "unwanted sound". It is an undesirable by-product of transportation elements and industrial activities within the community that permeates man's environment and causes disturbance. The full effect of such noise on the individual and the community will vary with its duration, its intensity, and the tolerance level of the individual. It can range from a nuisance to a health detriment.

The planning process has not traditionally been concerned with noise. In many instances, noise problems were identified only after the noise sources were allowed to establish in a community. It is now evident that these situations could have been avoided by considering noise generators and noise sensitive receptors as part of the comprehensive planning process.

Recognizing the increasing human environmental impacts of noise pollution and the impact that local agency land use and circulation plans have on the community's environmental quality, the California Legislature, in 1972, mandated that a noise element be included as part of the City and County general plans. Guidelines have been prepared as a result of Senate Bill 860(A) (Effective January 1, 1976) by the Office of Noise Control, State Department of Health, concerning the specific requirements for a noise element which are responsive to State guidelines.

To protect citizens from excessive exposure to noise, the Noise Element must provide sufficient information to minimize noise impacts and, where possible, eliminate noise pollution throughout the community. In so doing, it fulfills its basic function: to protect the public health and welfare of the people.

II. AUTHORIZATION AND SCOPE

The contents of a Noise Element and the methods to be used in its preparation have been determined by the requirements of Section 65302(f) of the California Government Code and by "Guidelines for the Preparation and Content of Noise Elements of the General Plan" published by the California Office of Noise Control (ONC) in 1976. The Government Code and ONC Guidelines require that certain major noise sources and areas containing noise sensitive land uses be identified and quantified by preparing generalized noise exposure contours for current and projected levels of activity within the Community. Contours may be prepared in terms of either the Community Noise Equivalent Level (CNEL) or the Day-Night Average Level (Ldn) which are both descriptors of total noise exposure at a given location for an annual average day. It is intended that the noise exposure information developed for the Noise Element be incorporated into the General Plan to serve as a basis for achieving land use compatibility with respect to noise through the long range planning and project review processes. It is also intended that noise exposure information be used to provide baseline levels and noise source identification for use in the development and enforcement of a local noise control ordinance.

According to the Government Code and ONC Guidelines, the following major noise sources should be considered in the preparation of a Noise Element:

- Highways and freeways
- Primary arterials and major local streets
- Railroad operations
- Aircraft and airport operations
- Local industrial facilities
- Other stationary sources

Also to be considered in the Noise Element are areas containing the following noise sensitive land uses:

- Schools
- Hospitals
- Convalescent Homes
- Long-term medical or mental care facilities
- Other uses deemed noise sensitive by the local jurisdiction

III. RELATED PLANS AND PROGRAMS

Land use compatibility with noise is an important consideration in the planning and design process. Some land uses are more susceptible to noise intrusion than others, depending on the nature of activities expected with that use. For instance, in office buildings it is important to concentrate and to communicate. An interior noise level in excess of 50 dBA may interfere with these activities. Similarly, interference with sleep may occur at 45 dBA, so residential land use standards must reflect this noise level.

Some land uses are more tolerant of noise than others. These uses typically include activities that generate loud noise levels or those that do not require verbal interaction, concentration, or sleep. Commercial and retail facilities require very little speech communications and therefore are generally allowed in noisier environments. Industrial areas can generate loud interior noises that would interfere more with communications than any exterior transportation-related noise would intrude.

The following discussions address noise standards and those land uses historically deemed sensitive by the City of Yorba Linda and the State of California historically. While most standards are considered guidelines, it is important to maintain reasonable ambient noise levels to protect the health and welfare of the community.

A. City of Yorba Linda

As a primarily residential area, the community noise environment of Yorba Linda generally results from transportation-related activities such as surface transportation along arterials and aircraft overflights. Oil producing areas, fixed noise sources and industrial noise have few impacts on sensitive receptors but can be considered nuisances in many areas. The noise objectives of the City are to consider noise impacts in land use, to reduce noise impacts along major transportation routes and in construction, to abate unnecessary outdoor noises, to alert people to noise pollution, and to cooperate in intergovernmental efforts. Policies are established for noise impacts in transportation, construction, industrial, and land use. Implementation of the City noise policies occurs through the enforcement of a noise ordinance. Industrial, commercial, residential, and open space noise standards have been provided in the previous General Plan. Generally, daytime maximum noise levels of 70 dBA was appropriate for industrial, 65 dBA for commercial and 55 dBA for residential and open space.

The Noise Control Ordinance of the Municipal Code (Chapter No. 3120) addresses noise standards and sound amplifying equipment. The purpose of the ordinance is to control unnecessary, excessive and annoying sound. Policies are identified as reduction of vehicle noise and adoption of state and federal standards. In the ordinance, residential properties are assigned to Noise Zone 1 in which interior and

exterior noise standards cannot be exceeded for longer than a specified maximum time period. There are certain exempt activities which include occasional recreational events, emergency-related noise, agricultural operations and construction. Schools, hospitals and churches have the same standards when located in Noise Zone 1. Otherwise, the noise levels should not be unreasonable. Special provisions, the Noise Variance Board, the appeals procedure and the required permit for sound amplifying equipment are also described in ordinance.

B. State of California

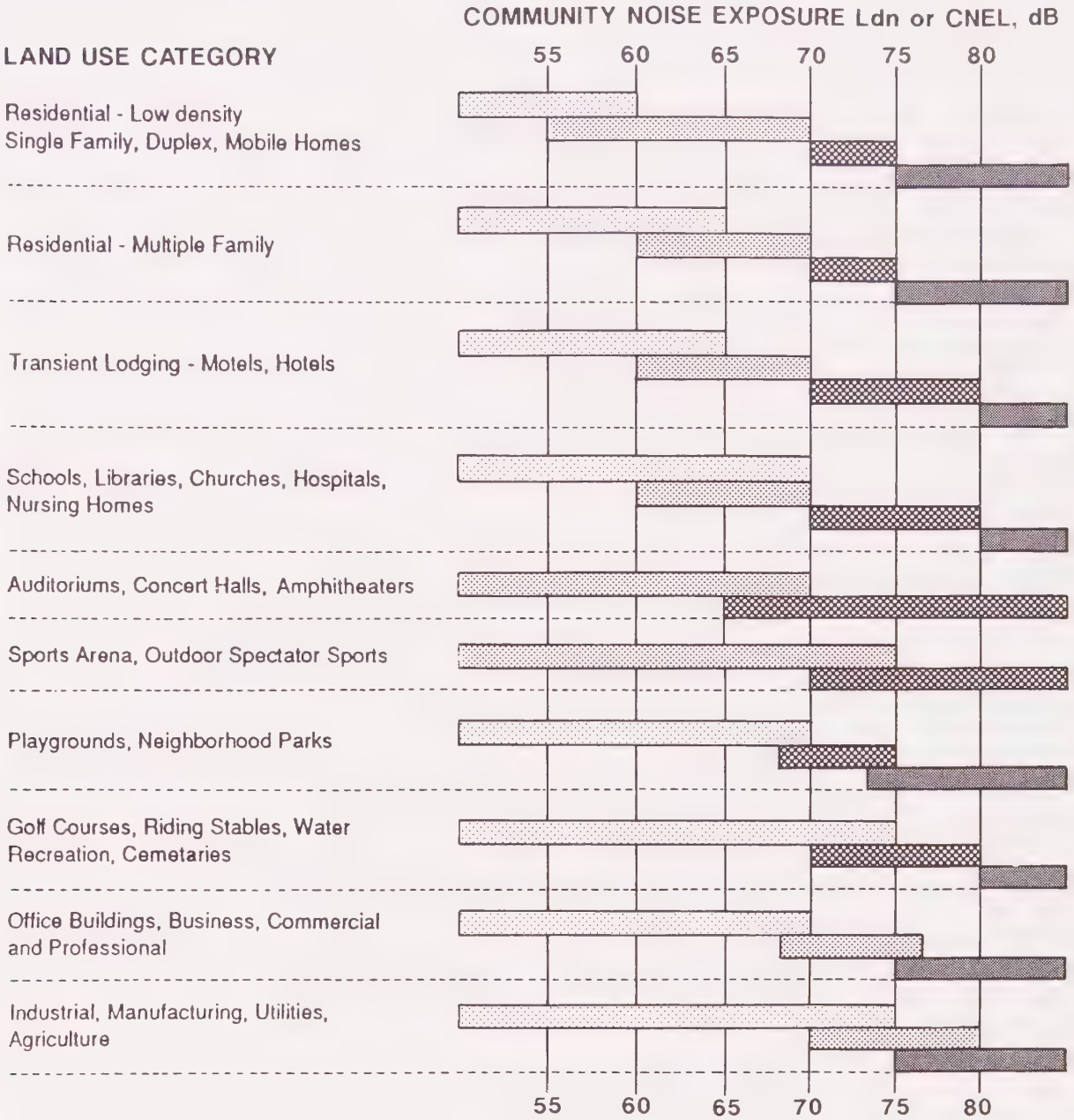
Land uses deemed noise sensitive by the State of California include schools, hospitals, rest homes, long-term care and mental care facilities. Many jurisdictions consider residential uses particularly noise sensitive because families and individuals expect to use time in the home for rest and relaxation, and noise can interfere with those activities. Some variability in standards for noise sensitivity may apply to different densities of residential development, and single family uses are frequently considered the most sensitive. Jurisdictions may identify other uses as noise sensitive such as churches, libraries, day care centers, hospitals, and parks.

Land uses that are relatively insensitive to noise include office, commercial, and retail developments which tend to generate significant noise levels and the level of human occupancy is typically low. Examples of insensitive uses include: industrial and manufacturing uses, utilities easements, agriculture, vacant land, parking lots, salvage yards, and transit terminals.

The noise standards in Exhibit N-1 identified are intended to provide guidelines for the development of municipal noise elements. Depending on the environment of a particular community, these basic guidelines may be tailored to reflect the existing noise and land use characteristics of that community. Table N-1 provides the noise level corrections to customize the state guidelines for use in local jurisdictions. This allows maximum flexibility for cities and counties to develop community specific policies, while maintaining generally accepted standards.

Exhibit N-1 is a land use compatibility chart for community noise which has been prepared by the California Office of Noise Control (ONC). It diagrammatically identifies "normally acceptable," "conditionally acceptable," "normally unacceptable" and "clearly unacceptable" noise levels for various land use types.

LAND USE COMPATIBILITY FOR COMMUNITY NOISE EXPOSURE



LEGEND

Normally Acceptable
Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

Conditionally Acceptable
New construction or development should be undertaken only after a detailed analysis of the noise reduction requiremtnts is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice. Outdoor environment will seem noisy.

Normally Unacceptable
New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made with needed noise insulation features included in the design. Outdoor areas must be shielded.

Clearly Unacceptable
New construction or development should generally not be undertaken. Construction costs to make the indoor environment acceptable would be prohibitive and the outdoor environment would not be usable.

SOURCE: CALIFORNIA OFFICE OF NOISE CONTROl

Table N-1
Normalized Noise Level Corrections[1]

Type of Correction	Description	Measured CNEL[2] Change (dBA)
Seasonal Correction	Summer (or year-round operation).	0
	Winter only (or windows always closed).	-5
Correction for Outdoor Residual Noise Level	Quiet suburban or rural community (remote from large cities and from industrial activity and trucking).	+10
	Quiet suburban or rural community (not located near industrial activity).	+5
	Urban residential community (not immediately adjacent to heavily traveled roads and industrial areas.	0
	Noisy urban residential community (near relatively busy roads or industrial areas).	-5
	Very noisy urban residential community.	-10
Correction for Previous Exposure and Community Attitudes	No prior experience with the intruding noise.	+5
	Community has had some previous exposure to noise but little effort is being made to control the noise. This correction may also be applied in a situation where the community has not been exposed to the noise previously, but the people are aware that bona fide efforts are being made to control the noise.	0
	Community has had considerable previous exposure to the intruding noise and the noise maker's relations with the community are good.	-5
	Community aware that operation causing noise is very necessary and it will not continue indefinitely. This correction can be applied for an operation of limited duration and under emergency circumstances.	-10
Pure Tone or Impulse	No pure tone or impulsive in character.	0
	Pure tone or impulsive character present.	-5

[1] Source: "Guidelines for the Preparation and Content of Noise Elements of the General Plan," California Office of Noise Control, February 1976.
[2] Corrections to be added to the measured, weighted 24-hour noise level.

As shown therein, multiple family residential land use is "normally acceptable" in exterior noise environments up to 65 CNEL and "conditionally acceptable" up to 70 CNEL. Single family residential areas are "normally acceptable" up to 60 CNEL and "conditionally acceptable" up to 70 CNEL. Schools, libraries, and churches are "normally acceptable" up to 70 CNEL, as are office buildings and business, commercial and professional uses. Recreational uses, such as water recreation, are "normally acceptable" up to 75 CNEL and "normally unacceptable" from 70 to 80 CNEL.

A "conditionally acceptable" designation implies that new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements for each land use type is made and needed noise insulation features are incorporated in the design. By comparison, a "normally acceptable" designation indicates that standard construction can occur with no special noise reduction requirements.

California's noise insulation standards were officially adopted by the California Commission of Housing and Community Development in 1974 and became effective on August 22, 1974. On November 14, 1988, the Building Standards Commission approved revisions to these standards (Title 24, Part 2, California Code of Regulations). The ruling states that "Interior noise levels attributable to exterior sources shall not exceed 45 dB in any habitable room. The noise metric shall be either Ldn or CNEL, consistent with the noise element of the local general plan." Additionally, the commission specifies that residential buildings or structures to be located within exterior CNEL (or Ldn) contours of 60 dB or greater of an existing or adopted freeway, expressway, parkway, major street, thoroughfare, rail line, rapid transit line, or industrial noise source shall require an acoustical analysis showing that the building has been designed to limit intruding noise to an interior CNEL (or Ldn) of 45 dB.

IV. GOALS, POLICIES AND ACTIONS

Goal 1

Indoor and outdoor living areas that are adequately protected from transportation noise impacts.

Discussion Within the City of Yorba Linda there are a number of transportation related noise sources including freeways, major arterial and primary roadways, and the railroad. These sources are major contributors of noise to Yorba Linda.

Policy 1.1 Construct sound barriers to mitigate excessive noise levels where necessary or where feasible.

Policy 1.2 Require the inclusion of noise mitigation measures in the design of new roadway projects.

Policy 1.3 Ensure the effective enforcement of City, State and Federal noise levels by all appropriate City divisions.

Policy 1.4 Encourage alternative transportation modes such as walking, bicycling and transit to minimize noise within sensitive receptor areas.

Goal 2

Land use planning decisions that incorporate noise considerations.

Discussion It is the intent to provide noise standards for land uses in Yorba Linda. These standards ensure the compatibility of land uses with their existing and future noise environments. The separation of noise generators from sensitive receptors will result in an exterior environment that requires minimal mitigation to meet acceptable noise levels. Proper planning will ensure that sensitive receptors are not impacted by noise hazards by locating these land uses distant from each other.

Policy 2.1 Establish acceptable noise levels for various land uses.

Policy 2.2 Require acceptable noise levels near schools, hospitals, convalescent homes and other noise sensitive areas.

Policy 2.3 Locate noise tolerant land uses in areas committed to noise producing uses.

Policy 2.4 Adopt measures which alter, prohibit or mitigate noise generating uses through site design.

Goal 3 Control non-transportation noise impacts.

Discussion Exterior and interior noise standards determine the design and location of land uses. There is also an opportunity to control noise between land uses through the implementation of the City's Noise Ordinance. The Noise Ordinance discusses general community noise levels that disrupt the peace and quiet of the community. Standards are provided in the Ordinance that establish maximum noise levels during specific time periods when the uses are most sensitive to noise.

Policy 3.1 Enforce the City Noise Ordinance to mitigate noise conflicts.

Policy 3.2 Develop and implement measures to reduce noise generated by construction activities.

Policy 3.3 Establish and maintain coordination among City agencies involved in noise abatement.

Goal 4 Noise and land use compatibility.

Discussion The most effective means of reducing noise is by controlling it at its source. The intent of this goal is to reduce noise in the community through community awareness and through source-related controls.

Policy 4.1 Promote increased awareness concerning the effects of noise and suggest methods by which the public can be of assistance in reducing noise.

Policy 4.2 Require that noise from motors, appliances, air conditions and other consumer products does not disturb the occupants of surrounding properties.

Goal 5 Project approvals that include conditions to mitigate noise impacts.

Discussion Noise issues should always be considered during the planning process so that needed measures can be incorporated in design and location of land uses. In addition, the economic impact of noise attenuation measures can then be incurred by the property developer and not future owners who may not anticipate noise impacts.

Policy 5.1 Utilize site design techniques as a primary means to minimize noise impacts.

Policy 5.2 Consider alternative architectural layouts as a means of meeting noise requirements.

Policy 5.3 Require a combination of noise barriers and landscape berms where architectural design treatments fail to adequately reduce adverse noise levels.

Policy 5.4 Require the construction of noise barriers and landscaped berms in conjunction with architectural treatments, when needed to adequately mitigate noise impacts.

V. IMPLEMENTATION PROGRAMS

The City of Yorba Linda is limited to two primary implementation opportunities: to control noise related to new development and to control noise between adjacent land uses. To control noise from new development, the City can ensure compatibility between proposed land uses and the exterior noise environment, and require mitigation for off-site noise impacts through the project review process. Conditions of approval can be attached to projects, whether they are new commercial facilities or roadway improvement projects, to mitigate noise to levels considered acceptable for various land uses.

The standards for Yorba Linda are provided in Table N-2. These standards consider noise sensitive land uses as residential areas, hospitals, schools and recreation areas where quiet is a basis for use. Less sensitive uses include libraries, churches, commercial facilities and industrial areas. The noise standards establish maximum limits for new land uses in the City. These standards are also designed to protect existing land uses, including transportation and industry, from encroaching urban uses.

Table N-2
Land Use with Noise Standards

General Plan Land Use Designation	Interior Standard	Exterior Standard
Residential, including public institutions and hospitals	45	65
Neighborhood Commercial General Commercial	--	70
Office Commercial	50	70
Light Industrial/Business Park	55	75
Open Space	--	70[1]

Notes: 1. Where quiet is a basis for use.

The other primary method of noise control is through enforcement of the municipal Noise Ordinance. The City must provide quick response to noise complaints and rapid abatement of noise nuisances within the scope of the City Police enforcement powers. The Noise Ordinance is designed to protect sensitive areas from intruding noise across property lines. It limits noise at residential properties to 55 dBA from 7:00 a.m. to 10:00 p.m. and to 50 dBA from 10:00 p.m. to 7:00 a.m. It is unlawful for any person to create noise, at residential properties or schools, hospitals and churches within this area, which causes the sound level to exceed:

1. The noise standard for a cumulative period of more than thirty minutes in any hour;
2. The noise standard plus five dBA for a cumulative period of more than fifteen minutes in any hour;

3. The noise standard plus ten dBA for a cumulative period of more than five minutes in any hour;
4. The noise standard plus fifteen dBA for a cumulative period of more than one minute in any hour; or
5. The noise standard plus twenty dBA for any period of time.

Interior standards in residential dwellings are limited during the period 10:00 p.m. to 7:00 a.m. not to exceed:

1. 45 dBA for a cumulative period of more than five minutes in any hour;
2. 50 dBA for a cumulative period of more than one minute in any hour; or
3. 55 dBA for any period of time.

VI. NOISE FUNDAMENTALS

A. Characteristics of Sound

Sound in our environment is increasing to such disagreeable levels that it can threaten our quality of life. Noise is usually defined as "unwanted sound". It consists of any sound that may produce physiological or psychological damage and/or interfere with man's communication, work, rest, recreation, and sleep. People recognize that noise has become an environmental pollutant. In this way, it is a form of energy waste from man's activities.

To the human ear, sound has two significant characteristics: pitch and loudness. Pitch is generally an annoyance, while loudness can affect our ability to hear. Pitch is the number of complete vibrations (cycles per second) of a wave that result in the tone's range from high to low. Loudness is the strength of a sound that describes a noisy or quiet environment. It is measured by the amplitude of the sound wave. Loudness is determined by the intensity of the sound waves combined with the reception characteristics of the ear. The sound intensity refers to how hard the sound wave strikes an object, which, in turn, produces the sound's effect. This is a characteristic of sound which can be precisely measured with instruments.

Sound intensity or acoustic energy is measured in decibels (dBA) that are weighted to correct for the relative frequency response of the human ear. For example, an A-weighted noise level includes a de-emphasis on high frequencies of sound that are heard by a dogs ear, but not by a human ear's. The zero on the decibel scale is based on the lowest sound level that the healthy, unimpaired human ear can detect. Unlike linear units (inches or pounds), decibels are measured on a logarithmic scale, representing points on a sharply rising curve.

Many noise rating schemes have been developed for various time periods, but an appropriate rating of ambient noise affecting human communities also needs to account for the annoying effects of sound. The predominant rating scales for human communities are the Noise Equivalent Level (Leq), the Community Noise Equivalent Level (CNEL) and the Day-Night Average Sound Level (Ldn), all of which are based on A-weighted decibels (dBA). The Leq is the total sound energy of time-varying noise over a sample period. The CNEL is the time-varying noise over a twenty four hour period with a weighting factor applied to noises occurring during evening hours from 7:00 p.m. to 10:00 p.m. (relaxation hours) and at night from 10:00 p.m. to 7:00 a.m. (sleeping hours) of 5 and 10, respectively.

B. The Psychological and Physiological Effects of Noise

Physical damage to human hearing begins at prolonged exposure to more than 85 decibels. Exposure to high noise levels effects our entire system, with prolonged noise exposure in excess of 75 decibels increasing body tension, thereby affecting blood pressure, functions of the heart, and the nervous system. Extended periods of noise exposure above 90 dBA will result in permanent cell damage. A sound level of 190 dBA will rupture the ear drum and permanently damage the inner ear.

The ambient noise problem is widespread and generally more concentrated within urban areas than in outlying residential neighborhoods. Environmental sound levels in high density urban areas are doubling every 10 years. Suburban areas are not experiencing such a significant increase in noise levels because of their relative distance from major noise sources.

According to Occupational Safety and Health Administration (OSHA) regulations, protection against the effects of noise exposure shall be provided when the sound level exceeds those shown in Table N-3. This table shows the maximum exposure in Ldn for various land use categories and locations (whether indoor or outdoor). This maximum is provided according to the health and psychological effects described above, with a reasonable margin of safety. Table N-3 identifies also whether the threshold applies to activity interference, hearing loss consideration, or both effects.

A maximum of 45 dB protects against indoor activity interference and hearing loss for residential, hospital, and educational land uses. Outdoor activity interference threshold levels are high for these land uses, at 55 dB. Commercial, transportation, industrial and recreation activities are considered highly variable, so thresholds for these land uses have not been determined. Similarly, agricultural-related outdoor activities have no stated interference noise level. Hearing loss consideration for all activities becomes an issue at 70 dB or greater, for both indoor and outdoor noises.

C. Sound Propagation

Noise sources may either be a "line source" (e.g. a heavily traveled highway) or a "point source" (e.g. a stationary engine or compressor). Highway traffic noise on high volume roadways simulates a "line source" and the drop-off rate of sound with distance approaches 3.0 dBA drop with each doubling of distance between the noise source and the noise receiver occurs.

Table N-3
Yearly Average Equivalent Sound
Identified to Protect the Public Health and Welfare

	Measure	Indoor		To Protect Against Both Effects (b)	Outdoor		To Protect Against Both Effects (b)
		Activity Interference	Hearing Loss Consideration		Activity Interference	Hearing Loss Consideration	
Residential with Outside Space and Farm Residences	Ldn Leq(24)	45	70	45	55	70	55
Residential with No Outside Space	Ldn Leq(24)	45	70	45			
Commercial	Leq(24)	(a)	70	70(c)	(a)	70	70(c)
Inside Transportation	Leq(24)	(a)	70	(a)			
Industrial	Leq(24)(d)	(a)	70	70(c)	(a)	70	70(c)
Hospitals	Ldn Leq(24)	45	70	45	55	70	55
Educational	Ldn Leq(24)(d)	45	70	45	55	70	55
Recreational Areas	Leq(24)	(a)	70	70(c)	(a)	70	70(c)
Farm Land and General Unpopulated Land	Leq(24)				(a)	70	70(c)

Code:
a. Since different types of activities appear to be associated with different levels, identification of a maximum level for activity interference may be difficult except in those circumstances where speech communication is a critical activity.
b. Based on lowest level.
c. Based only on hearing loss.
d. An Leq(8) of 75 dB may be identified in these situations so long as the exposure over the remaining 16 hours per day is low enough to result in a negligible contribution to the 24-hour average, i.e., no greater than an Leq of 60 dB.

Note: Explanation of identified level for hearing loss: The exposure period which results in hearing loss at the identified level is a period of 40 years.

Source: California Occupational Safety and Health Administration

Environmental factors such as the wind direction and speed, temperature gradients, the characteristics of the ground (hard or soft) and the air (relative humidity), the presence of grass, shrubbery, and trees, often combine to increase the actual attenuation achieved outside laboratory conditions to 4.5 decibels per doubling of distance. Thus, a noise level of 74.5 decibels at 50 feet from a highway centerline would attenuate to 70.0 decibels at 100 feet, 65.5 decibels at 200 feet, and so forth.

This is particularly true where the view of the roadway is interrupted by isolated buildings, clumps of bushes or scattered trees, or the intervening ground is soft or covered with vegetation and the source or receiver is located more than 3 meters above the ground. It should be noted, however, that the nominal value of 3.0 dBA with doubling applies to sound propagation from a "line source": (1) over the top of a barrier greater than 3 meters in height, or (2) when there is a clear unobstructed view of the highway, the ground is hard, there are no intervening structures, and the height of the line-of-sight averages more than 3 meters above the ground.[1]

[1] Source: California Department of Transportation, "Noise Manual", 1980.

D. Motor Vehicle Noise

Noise levels adjacent to roadways vary with the volume of traffic, the average vehicular speed, and the truck mix. The noise levels adjacent to line sources of noise such as roadways increase by 3.0 dBA with each doubling in the traffic volume (provided that the speed and truck mix do not change). From the relationship between increases in the number of noise sources (motor vehicles) and the increase in the adjacent noise level, it can be shown that a 26 percent increase in the traffic volumes on a given route increases the adjacent noise levels by 3.0 dBA, but changing the vehicle speed or truck mix has an even more dramatic effect.

The truck mix on a given roadway also has a significant effect on the adjacent noise levels. As the number of trucks increases and becomes a larger percentage of the total vehicle volume, the adjacent noise levels increase. This effect is more pronounced if the number of heavy duty (3+ axle) trucks is large when compared to the number of medium duty (2 axle) trucks.

Noise from motor vehicles is generated by engine vibrations, the interaction between the tires and the road, and the exhaust system. As vehicle speed increases, so does the noise from these areas of the vehicle. The noise level adjacent to a roadway is highly dependent on the average vehicle speed, especially at lower speed levels. The highest speeds are typically measured midlink, where traffic lights, stop signs and cross traffic provide less interference. Although some vehicles will go faster than the posted speed limit, in most areas the average speed is just below this limit. The exception is found along lone stretches of highway and streets outside City limits.

VII. COMMUNITY NOISE ENVIRONMENT

As a prerequisite to an effective noise control program, a community must be cognizant of the location and extent of local noise problems; namely major noise source locations, noise sensitive receptor locations and current levels of exposure. This data can then be utilized to focus noise control and abatement efforts where they are most needed. In some cases, the control of noise sources will be beyond the City's jurisdiction. However, by recognizing these limitations, more effective land use strategies can be developed.

A. Ambient Noise Measurements

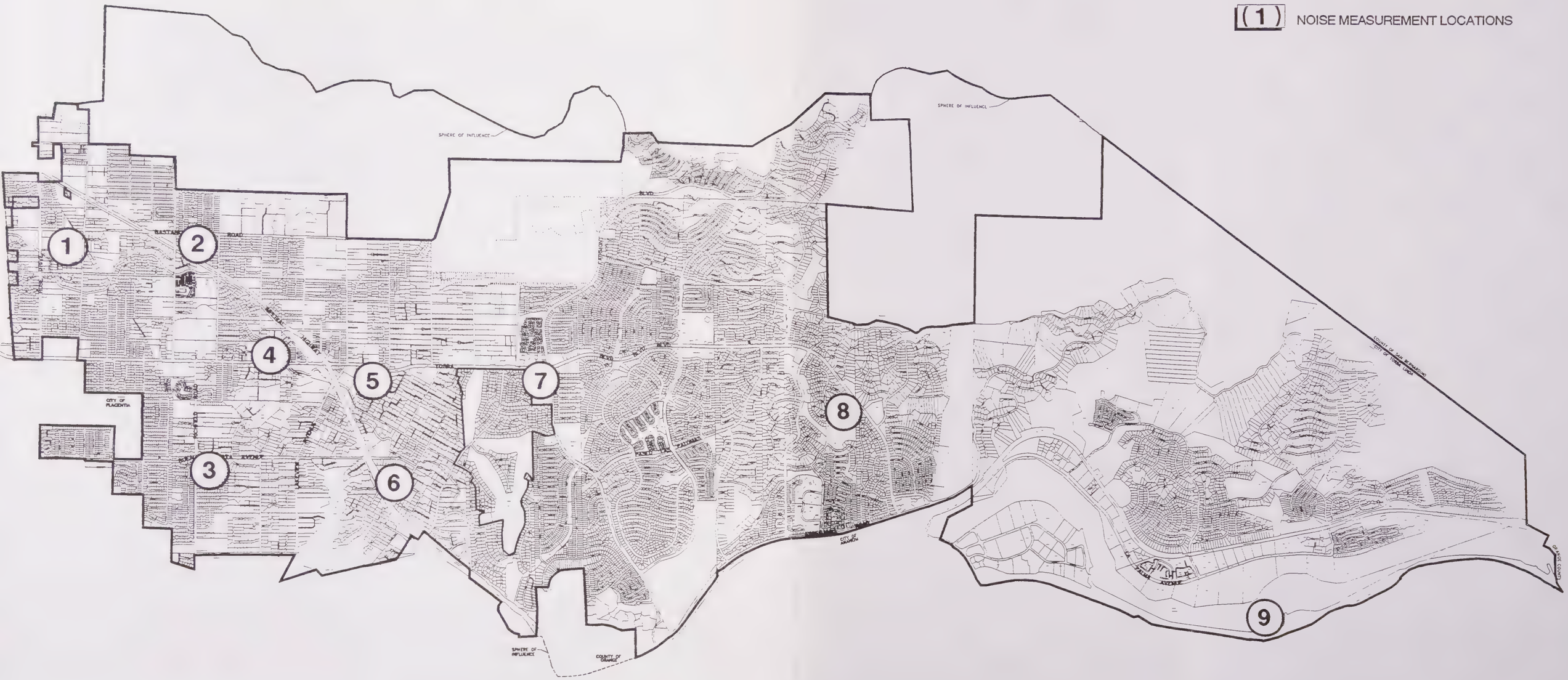
Noise measurements were taken during a typical week day at nine locations in the City of Yorba Linda. These locations are identified in Exhibit N-2. Criteria for site selection included geographical distribution, land uses suspected of noisy activities, proximity to transportation facilities and typical worst-case sensitive receptor locations. The main purpose of the noise monitoring was to determine an existing noise profile for the study area for use in estimating the level of current and future noise impact.

Measurements represent noise from Imperial Highway (SR-90), Yorba Linda Boulevard, and the local roadway network. Sensitive receptor locations monitored include single and multi-family residential units, elementary schools, a park and a hospital. Noise levels were monitored during the peak traffic hour to represent maximum noise levels, or during off-peak conditions and then modified to reflect peak conditions.

Table N-4
Ambient Noise Levels

Location	Measured Leq	Adjusted Leq	Day	Time	Land Use	Description
1	59.4	62.0	1/9	1:15 p.m.	HOSP	Yorba Hills Hospital along Bastanchury Road
2	65.1	67.3	1/9	1:45 p.m.	SFD	At intersection of Bastanchury and Villa Grande
3	67.1	69.8	1/9	12:40 p.m.	SFD	At intersection of Buena Vista Avenue and Richfield Road
4	69.1	69.5	1/9	2:00 p.m.	LIB	Along Yorba Linda Blvd near Richard Nixon Library
5	68.3	69.8	1/9	3:15 p.m.	MFD	Townhomes along Yorba Linda Blvd.
6	68.5	68.5	1/9	2:30 p.m.	ES	Linda Vista Elementary along Imperial Hwy.
7	63.3	63.3	1/9	3:40 p.m.	ES	Fairmont Elementary at intersection of Yorba Linda and Fairmont Blvds.
8	68.2	68.2	1/9	11:15 a.m.	ES	Travis Ranch Elementary on Yorba Linda Blvd. near Via del Escuela
9	65.9	65.9	1/9	4:30 p.m.	REC	Featherly Regional Park at the intersection of Riverside Freeway and Gypsum Canyon Road

NOISE MEASUREMENT LOCATIONS



The City of

YORBA LINDA

THE PLANNING CENTER
GEOGRAPHIC INFORMATION SYSTEMS
1300 DOVE STREET, SUITE ONE HUNDRED
NEWPORT BEACH, CA 92260 (714) 851-9444

Exhibit N-2

Table N-4 provides noise measurement data and site descriptions for the nine monitoring locations. Noise levels exceeded the 65 dBA criteria at seven of the nine locations. Three of these locations were located at residential sites, where noise levels ranged between 67.3 and 69.8. The noise sources in these residential areas were visible, adjacent roadways.

The one hospital within the study area is the Yorba Hills Hospital located along Bastanchury Road south of the Imperial Highway. A noise measurement taken at this location indicated that the adjusted level was 62.0 dBA and within the 65 CNEL standards considered acceptable for medical care facilities.

Eight schools and thirteen parks are located in the City. The majority of these facilities are not located along major arterials and are therefore shielded from noisy transportation corridors. Several schools are exceptions to this rule, including Linda Vista Elementary near Imperial Highway, Fairmont Elementary at the intersection of Fairmont Boulevard and Yorba Linda Boulevard and Travis Ranch Elementary along Yorba Linda Boulevard. As shown by the noise measurement results provided in Table N-4, the Fairmont Elementary School is compatible with the noise environment, but the Linda Vista and Travis Ranch Elementary Schools are exposed to noise in excess of 65 dBA.

B. Significant Noise Sources

Two types of noise sources should be considered in a community noise inventory: stationary sources and mobile sources. Fixed sources of noise include industrial and construction activities, air conditioning/refrigeration units, loud whistles or bells, outdoor sporting events, loud radio, stereo or television usage, power tools, lawn mowers, home appliances and noisy animals. Mobile noise sources are typically transportation-related and include aircraft, trains, automobiles, trucks, buses, motorcycles, and off-road vehicles.

Motor vehicles in the City are the major source of continuous noise. Imperial Highway and Yorba Linda Boulevard carry appreciable volumes of both truck and commuter traffic. Land uses adjacent to these roadways in the City are affected by motor vehicle noise.

Other transportation facilities in the City that contribute to community noise levels include the Atcheson Topeka and Santa Fe (AT&SF) railroad trains. The location of these facilities in commercial areas or adjacent to residential developments, along with truck routes and the master planned circulation system, determines the level of noise impacts on the community. Various categories of transportation noise generators are

discussed separately in the following sections. Fullerton Municipal Airport is located ten miles west of the western City limits and considered too distant to generate significant noise levels in Yorba Linda.

Trains

The AT&SF mainline between Los Angeles and Chicago runs through the City of Yorba Linda carrying freight and passenger trains. Table N-5 provides a breakdown of the rail operations that occurs along this line by number, length, time of day, and speed rating.

Table N-5
AT&SF Railroad Operations Data

Train Type	Number of Trains/Day	Train Length (feet)	Distribution Day/Evening/Night	Train Speed Rating
Freight	25	4,000	52%/12%/36%	55 mph
AMTRAK	2	850	100%/0%/0%	79 mph

The data provided in Table N-5 is interpreted with the Wyle Laboratories train noise methodology to determine noise associated with rail lines in Yorba Linda. Noise exposure contours along railway tracks are determined from the number and type of trains using the line, the magnitude and duration of each train pass, and the time of day the operation occurs. The noise contours at 100, 200, 400 and 800 feet from each of these railway lines is contained in Table N-6.

Table N-6
Train Noise Contours

Railway Line	Noise Level (CNEL) at			
	100 feet	200 feet	400 feet	800 feet
AT&SF Freight	74.7	70.7	64.8	58.9
AMTRAK	56.4	52.4	46.7	41.0

As shown in Table N-6, the freight trains create the greatest noise of the lines operating in the City. The level of noise impacts associated with train operations depends on the proximity of nearby sensitive receptors. The current level of activity on any of the lines is not expected to increase significantly in the future according to company representatives. However, rail traffic will respond to market demand and

may increase or decrease depending on the future land uses in the vicinity. Use of these lines may increase if trains are utilized as a commute mode for area employees or other currently using SR-91. Any future impact will be directly related not only to the number of operations occurring each day but also to the time of day at which they occur. A significant increase in nighttime operations would have a detrimental effect on the quality of life in the City of Yorba Linda.

Residential areas exist along the train route through the southern section of the City. The railroad noise contours provided in Table N-6 indicate that residences along this route may experience noise levels in excess of acceptable levels.

Motor Vehicles

The highway traffic noise prediction model developed by the Federal Highway Administration (RD-77-108) was used to evaluate existing noise conditions in the study area. This model utilizes various parameters including the traffic volume, vehicle mix and speed, and roadway geometry, to compute typical equivalent noise levels during daytime, evening and nighttime hours. The resultant noise levels are then weighted and summed over 24 hourly periods to determine the CNEL value. Contours are derived through a series of computerized iterations to provide the 60, 65, and 70 CNEL locations. These contour locations can be used as a planning tool to locate noise sensitive receptors away from major noise generators. They apply only to first line receptors, as receptors set back further from the noise source will benefit from the shielding provided by intervening land uses. The contours do not assume the presence of any sound walls or barriers.

Table N-10 provides the current noise levels adjacent to roadways in the City, assuming a standard sound attenuation of 4.5 dBA with each doubling of distance. As shown therein, the noise levels at 100 feet from the centerline of area roadways currently range from 46.6 to 70.5 CNEL. The highest levels occur along Imperial Highway where high traffic volumes generate noise exceeding 70 CNEL at 100 feet from the centerline. Table N-7 provides a listing of roadways where 65 CNEL is currently exceeded near the roadway right-of-way.

Table N-7
Existing Roadway Noise Levels
in Excess of 65 CNEL[1]

Roadway	Reach
Imperial Highway	South City Limits to Prospect Avenue
La Palma Avenue	Weir Canyon to Via Lomas de Yorba West
Yorba Linda Boulevard	Village Center Drive to Imperial Highway

[1] Measured at 100 feet from the centerline.

A CNEL in excess of 65 dBA exists outside of the roadway right-of-way along Imperial Highway, La Palma Avenue, and Yorba Linda Boulevard with the potential to impact adjacent sensitive receptors. The most serious existing noise concern is the noise level produced by motor vehicles on Imperial Highway.

Table N-8 provides roadway links where the future noise level is expected to exceed 65 CNEL at 100 feet from the centerline. Sensitive uses adjacent to these links may be adversely affected by motor vehicle generated noise. Proposed land uses in proximity to the identified roadways must have an analysis of future noise levels on-site with mitigation, if necessary, to ensure compatibility between uses.

General Plan conditions for the year 2010 were analyzed to determine future noise levels in Yorba Linda. Year 2010 levels are expected to range from 49.0 to 73.9 CNEL. Changes range from a decrease of 5.3 dBA to an increase of 12.3 dBA over existing conditions.

Table N-8
2010 Roadway Noise Levels
in Excess of 65 CNEL[1]

Roadway	Reach
Bastanchury Road	Imperial Highway to Prospect Avenue
Fairmont Boulevard	Esperanza Road to Village Center Drive South Cordova Lane to Village Center Drive North
Gypsum Canyon Road	91 Freeway to La Palma Avenue
Imperial Highway	South City Limits to Prospect Avenue
La Palma Avenue	Weir Canyon to Camino Bryant
Richfield Road	Mariposa Avenue to Yorba Linda Boulevard
Rose Drive	Yorba Linda Boulevard to Imperial Highway
Valley View Avenue	El Cajon Avenue to City Limits
Yorba Linda Boulevard	Fairmont Boulevard to Kellogg Drive Lakeview Avenue to Jefferson Street

[1]Measured at 100 feet from centerline.

State Highways

Within the study area, the two State routes include Imperial Highway (SR-90) and the Riverside Freeway (SR-91). The highest motor vehicle generated noise levels are associated with the roadway. With daily traffic volumes ranging up to 35,000 existing and 67,000 by 2010, Imperial Highway has the potential to impact sensitive receptors located up to 350 feet away.

In 1984, the Orange County Transportation Commission (OCTC) adopted the Superstreets Program in an effort to increase the traffic flow and vehicle capacity of major arterial highways. The program identified Imperial Highway as a potential Superstreet which would extend through the City of Yorba Linda. A Superstreet has a larger carrying capacity and a higher rate of uninterrupted traffic flow compared to a conventional arterial. It has the potential to generate higher levels of traffic noise because of increased vehicle volumes at higher average running speeds. The Superstreet Program, which has not been adopted by the City, proposes that Imperial Highway be builtout to eight lanes with a maximum right-of-way of 120 feet. The City's General Plan designates Imperial Highway as a six-lane Modified Superstreet arterial with a maximum right-of-way of 100 feet which has been included in plans for adjacent developments.

The Riverside Freeway runs adjacent to the southeastern-most portion of the City limits. Adjacent land uses tend to be less sensitive and include commercial, light industrial, flood plain and a regional park. Since Featherly Park does not incorporate areas where quiet is a basis for use, noise from SR-91 is not considered a significant impact.

Truck Routes

Truck routes are identified to direct large trucks onto roadways constructed for that purpose. These routes are typically distant from sensitive receptor locations or noise levels have been appropriately mitigated to acceptable levels. The only designated truck route within the City limits is Imperial Highway, thus drivers must use the shortest possible route to arrive at their destination from this roadway. Traffic levels along Imperial Highway currently range from 24,000 to 35,000 ADT. As the City grows and traffic levels increase, there is a potential for noise conflicts with adjacent land uses. By 2010, traffic volumes are estimated to range from 63,000 to 77,000 ADT.

Traffic noise generation varies according to the number and types of trucks as a percentage of the total vehicles using the roadway on a daily basis. Medium-duty trucks are those with two axles and heavy-duty trucks are those with three or more axles. Since heavy-duty vehicles create much higher noise levels during a pass-by, the percentage of these trucks or the total truck mix is equally important.

Truck circulation is an important component of traffic flow in a City's street network, and provision of adequate, well placed truck routes is essential to the preservation of residential harmony as well as maintaining smooth circulation. Yorba Linda's highly residential nature requires that truck routes be located to minimize travel through residential areas while facilitating the efficient transport of commodities in and through the City. As part of the staff's ongoing evaluations of traffic problems, the City Traffic Engineer has been working with the Yorba Linda Police Department to better identify existing truck routes within the City and more important, to enforce those truck routes.

FUTURE NOISE CONTOURS



The City of

YORBA LINDA

SCALE 1" = 3000'

THE PLANNING CENTER
GEOGRAPHIC INFORMATION SYSTEMS
1300 DOVE STREET, SUITE ONE HUNDRED
NEWPORT BEACH, CA 92660 (714) 851-9444

Exhibit N-3

Chapter Seven

PUBLIC SAFETY ELEMENT

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PUBLIC SAFETY

I. INTRODUCTION

Protecting the community from natural and man-made hazards is the primary purpose of the Safety Element. The Safety Element identifies hazards which have the potential to impact the human population, property and the natural environment in the City of Yorba Linda. Geologic events, and seismic activity in particular, are the primary natural hazards to the City. Exposure to hazardous materials, threat of urban fire and crime are pertinent man-made hazards.

The Safety Element establishes goals, policies and implementation programs to guide and direct local government decision-making in safety-related matters. Through investigation of hazard risks, and careful land use planning to reduce or restrict development in high risk areas, the potential for disaster can be reduced. In addition, this Element includes policies designed to foster coordination among the various local, state and federal agencies charged with public safety responsibilities.

A. Authorization and Scope

California State law (Government Code Section 65302(g) requires that every City prepare and adopt a Safety Element as follows:

> "A safety element for the protection of the community from any unreasonable risks associated with the effects of seismically induced surface rupture, ground shaking, ground failure, tsunami, seiche, and dam failure; slope instability leading to mudslides and landslides...;subsidence and other geologic hazards known to the legislative body; flooding; and wild land and urban fires. The safety element shall include mapping of known seismic and other geologic hazards. It shall also address evacuation routes, peakload water supply requirements and minimum road widths and clearances around structures, as those items relate to identified fire and geologic hazards."

Because of Yorba Linda's location within a seismically active region and potential for structures which were built prior to uniform building code restrictions (pre 1930), hazardous buildings need to be discussed (Government Code Section 8876).

B. Related Plans and Programs

1. California Division of Mines and Geology

The California Division of Mines and Geology identifies and evaluates specific geologic and seismologic hazards with respect to their impact on land use planning and makes this information available to the public.

2. Orange County Hazardous Waste Management Plan

Developed pursuant to the Tanner Act (1986), the Orange County Hazardous Waste Management Plan identifies current and projected future hazardous waste generation and management needs in Orange County. The plan provides a framework for the development of facilities to manage hazardous wastes and also sets in motion policy directives towards developing county-wide programs in areas such as waste reduction, and household and small quantity business hazardous waste collection.

3. County Hazardous Waste Material Incident Response Plan

The County of Orange has developed a comprehensive plan which establishes the County's response organization, command authority, responsibilities, functions and interactions required to mitigate hazardous substance emergency incidents affecting Orange County. The plan identifies local, state, and federal responsibilities designed to minimize damage to human health, natural systems, and property caused by the release of hazardous substances.

4. Household Hazardous Waste Element

The City of Yorba Linda currently participates in Orange County's Household Hazardous Waste Element. Their participation includes working with the California Integrated Waste Management Office. The goals for the plan include several aspects including, education, places for disposal, monitoring of regulation requirements and ultimately to significantly reduce disposal of household hazardous waste in solid waste landfills. The City of Yorba Linda supports these goals and assists the County with implementation.

5. Source Reduction/Recycle Element

In compliance with AB 939 the City of Yorba Linda adopted a Source Reduction and Recycle Element. The Source Reduction Component of the Element identifies specific objectives that are achievable and, when possible, measurable and time specific. The objective of this component is to minimize the quantity of solid waste generated by targeting specific waste types.

The Recycling Element identifies several programs that are aimed at increasing the recycling of waste. In addition to developing the programs this element describes programs to reduce waste, special disposal methods and who is responsible for the implementation and monitoring of the programs.

6. Emergency Response Plan

This Plan addresses the City's planned response to extraordinary emergency situations associated with natural disasters, technological incidents, and nuclear defense operations. The plan does not apply to normal day-to-day emergencies. This Plan focuses on potentially large-scale disasters which can generate unique situations requiring unusual responses. Specifically, this includes emergencies which threaten life and property, and potentially impact the well-being of large numbers of people

II. SUMMARY OF SAFETY ISSUES

The City of Yorba Linda and its sphere of influence are located in an area of potential fault rupture, strong ground shaking, and liquefaction susceptibility. These geologic and seismic hazards can affect the structural integrity of structures and utilities, and, in turn, cause severe property damage and potential loss of life.

The potential hazards affecting the City lead to a series of policy issues that need to be considered in the Seismic Safety Element of the General Plan. These issues include, but are not necessarily limited to, the following:

1. Land uses, such as hospitals, schools, fire stations, large auditoriums are more critical from a safety standpoints, and may, therefore, warrant a higher level of precaution relative to seismic hazards.

2. Building codes in use in the City need to be assessed to determine if they are sufficient for the high levels of ground shaking anticipated in close proximity to major faults.

3. Faults shown in Exhibit S-1 should be evaluated and a determination made of limitations to be imposed on new development in these areas.

4. Local, State and Federal disaster preparedness resources and mobilization need to be better coordinated to assure adequate preparedness in the event of a major seismic event.

III. GOALS, POLICIES AND ACTIONS

Goal 1: **Protect the community from hazards associated with geologic instability, seismic hazards.**

Discussion The City of Yorba Linda is located within a seismically active region. Specific faults of concern include: the Whittier Fault, Elsinore Fault, Peralta Hills, San Jacinto Fault and the Chino Hills Fault. Not all of these faults are located within the City boundaries but in the event of a major seismic activity, the City has potential for landslides, liquefaction and subsidence.

Policy 1.1 Require review of soil and geologic conditions to determine stability and relate to development decisions, especially in regard to type of use, size of facility, and ease of evacuation of occupants.

Policy 1.2 Monitor known and potential geologic hazards in the City.

Policy 1.3 Provide standards and requirements for grading and construction to mitigate the potential for landslides and seismic hazards.

Policy 1.4 Adopt and maintain high standards for seismic performance of structures, through enforcement of best available techniques for seismic design.

Policy 1.5 Promote the collection of relevant data on groundwater levels, and soil types in regard to liquefaction susceptibility, landslide potential and subsidence risks.

Policy 1.6 Prohibit the location of habitable facilities within an Alquist-Priolo Special Study Zone (APSSZ) or within 50 feet of either side of the centerline of an active or potentially active fault.

Policy 1.7 Promote the use of earthquake survival and efficient post-disaster functioning in the siting, design and construction standards for facilities.

Policy 1.8 Assist the State Mining and Geology Board with the determination of Seismic Hazard Study Zones (SHSZ) within the City and actively implement the requirements.

Goal 2: Protect the community from loss of life, serious injuries, and major social and economic disruption caused by the collapse of or severe damage to hazardous structures.

Discussion Being an older City with several historical structures, Yorba Linda has the potential for impacts associated with collapse of hazardous structures. The majority of the hazardous structures are located in the downtown area, which is currently being specific planned.

Policy 2.1 Establish the location of potentially hazardous structures within the City and adopt a program for the orderly and effective upgrading to meet seismic requirements.

Policy 2.2 Develop procedures for seismic review of potentially hazardous structures at appropriate points in each structure's history.

Goal 3: Protect the lives and property of residents and visitors of the City from flood hazards.

Discussion The City of Yorba Linda has within its boundaries a several designated 100-year flood plains. These areas have been established by the Federal Emergency Management Agency (FEMA). Additionally, the City has incorporated floodway designations into the zoning ordinance. The primary flood plain areas can be broken down into two categories: tributaries to the Santa Ana River and the Santa Ana River itself.

Policy 3.1 Identify flood hazard areas and provide appropriate land use designations and regulations for areas subject to flooding.

Policy 3.2 Maintain natural drainage courses and keep them free of obstructions.

Goal 4: Protect people and property from brush fire hazards.

Discussion The City of Yorba Linda has several areas which are designated by the Orange County Fire Department as having high wildfire risk. These areas are typically located in the eastern portions of the City, along the hillsides.

Policy 4.1 Institute a "High Risk Fire Hazard Area" and establish development standards which will reduce the risk for wildfires.

Policy 4.2 Work with the U.S. Forest Service, and private land owners to maintain landscape, and provide buffers which will reduce the risk of wildfires.

Policy 4.3 Enforce fire inspection, code compliance, fuel modification, and weed abatement programs.

Policy 4.4 Educate the public as to the risk associated with wildfire hazards and encourage wildfire reduction activities by residents.

Goal 5: Provide community protection from hazards associated with urban fires and crime.

Discussion Police and fire protection is vital to a resident's feeling of well being in a community. Residents in Yorba Linda pride themselves on the safe environment in the City. This environment is maintained by adequate provision of police and fire resources in conjunction with public education programs.

Policy 5.1 Minimize the loss of life, damage to property, and the economic and social dislocations resulting from structural fires.

Policy 5.2 Ensure that law enforcement and crime prevention concerns are considered in the review of planning and development proposals in Yorba Linda.

Policy 5.3 Require that adequate police and fire service facilities and personnel are maintained to provide service at sufficient levels.

Policy 5.4 Continue to conduct public safety education programs in the City.

Goal 6: Ensure the availability and effective response of emergency services following a disastrous event within the City.

Discussion The City of Yorba Linda Emergency Plan was prepared in November 1984. The Plan details the functional responsibilities and interactions of the Federal, State and local governmental agencies as well as private organizations in the even of natural and/or human related disasters.

Policy 6.1 Maintain the Emergency Response Plan that identifies all available resources and funds for use in the event of a disaster.

Policy 6.2 Establish implementing actions or procedures under the Plan for rescue efforts, medical efforts, emergency shelters and provision of supplies.

Policy 6.3 Coordinate with Orange County and the Federal Emergency Management Agency to reduce community risks in the event of a disaster.

Policy 6.4 Provide for an Emergency Operations Center for use in the event of a disaster, based on an inter-agency communication system.

Goal 7: Protect public health, safety and welfare and the environment from exposure to hazardous materials and waste.

Discussion Safe and responsible management of hazardous waste is critical to the protection of the public health and the environment, and to economic growth. All segment of society generate hazardous waste, including manufacturing and service industries, small businesses, agriculture, hospitals, schools and households. It is anticipated that Yorba Linda will continue to produce hazardous waste, and therefore require management of the material/waste.

Policy 7.1 Establish planning procedures which consider the handling and transportation of hazardous materials and ensure that they are in accordance with applicable County, State and Federal regulations.

Policy 7.2 Restrict transportation of hazardous materials on residential streets and establish transportation routes for the conveyance of hazardous materials.

Policy 7.3 Aid with the implementation of, and continue with participation in the Orange County's Household Hazardous Waste Plan.

IV. IMPLEMENTATION PROGRAMS

A. Geologic Instability/Seismic Hazards

1. Detailed site specific studies for groundshaking characteristics, liquefaction potential (in areas defined as being susceptible to liquefaction only), and fault rupture potential shall be required as background to the development approval process for sensitive facilities and designated risk areas.

2. No single-family residences shall be constructed within fifty feet of either side of the centerline of an active fault nor within the 100 foot Alquist-Priolo Special Studies Zone (APSSZ).

3. Within the Alquist-Priolo Special Study Zone (APSSZ), sensitive facilities shall require the discretionary approval of the Planning Commission, and the sites shall be designed to minimize the consequences of possible faulting.

4. Alquist-Priolo Special Study Zone Reports shall be prepared in standardized format through consultation with the City.

5. All construction excavations and trenches relative to human occupancy and public works infrastructure of five feet or deeper in mapped fault zones shall be inspected by the City for any evidence of faulting.

6. Public participation shall be sought in the development of hazard mitigation and disaster recovery programs.

7. Essential facilities within the City shall be surveyed for seismic hazards and programs shall be developed as appropriate for correction of any significant problems that could jeopardize public health and safety or inhibit effective emergency response.

8. A liquefaction report shall be required for proposed projects located in areas susceptible to liquefaction. Liquefaction reports will be submitted prior to issuance of construction permits.

9. The highest and most current professional standards for seismic design shall be used in the design of facilities, so that the seismic design of the facilities will not become substandard within a few years.

10. A central repository shall be established by the City, for the collection and compilation of geologic and soils engineering information related to faults and

fault zone studies, groundwater levels, soils characteristics, susceptibility to landslides and liquefaction, and other data as appropriate.

B. Hazardous Structures

1. Data on the current inventory of unreinforced masonry structures shall be maintained and updated, including all information required under AB547.

2. Strategies and program options shall be developed for preservation or replacement of the low- and moderate-income housing currently located in hazardous structures.

C. Flooding

1. Development proposals for projects within the 100-year flood plain shall be reviewed for consistency with Federal Emergency Management Agency requirements.

D. Fire

1. The Orange County Fire Department Fuel Modification Program contains the following standards, guidelines, and requirements to mitigate potential fire hazards:

    a. Wildland fuel management measures should include fuel breaks, protection of natural species, replacement with fire resistant species, permanently maintained open space buffers and prescribed burning. Landowners should be required to keep vegetation cleared or maintain fire resistant species surrounding all structures and roads.

    b. Erosion control measures should include compaction requirements, grading and erosion control plans and fire-resistant vegetation and maintenance.

    c. Non-combustible, reflective material should be used for signage to increase visibility to facilitate street and site identification.

    d. Roadside and building vegetation clearance shall have weed abatement and minimum clearance distances.

    e. Water supply sources shall have access to static water supplies, and adequate access to hydrants.

2. The City shall ensure that incidents resulting from fire conditions are addressed in the City's Emergency Preparedness Plan.

3. Pursue enforcement of the City's code requirements for weed abatement, fuel modification, site maintenance, and other fire hazard mitigations.

E. Emergency Response Plan

1. Appropriate disaster response and earthquake response plans shall be maintained and updated on a regular basis.

2. Disaster response plans shall include adequate capabilities for heavy search and rescue, major medical response, interim morgue, emergency shelter, traffic and utility impacts, debris removal and disposal, as well as hazardous materials response for any chemicals stored or used in or adjacent to the hazardous structures.

3. Disaster response plans shall also include procedures for access, traffic control, emergency evacuations, and security of damaged areas.

4. The City shall maintain effective mutual aid agreements for fire, police, medical response, public works, building inspection, mass care, and heavy rescue.

5. Emergency preparedness exercises shall be conducted on a timely basis. Exercise shall be designed to test and upgrade various disaster response plans.

6. Earthquake prediction response plans should be developed, including procedures for protecting occupants of hazardous structures, appropriate warning announcements and public education procedures, and other short-term preparations.

7. A program of public education and preparedness shall be a major, continuing component of the emergency preparedness program. It should include, at a minimum:

    a. The existence and approximate locations of local faults, and liquefaction susceptibility areas;

    b. The potential for strong groundshaking in the area, and means of strengthening structures and protecting furnishings, equipment and other building contents from damage;

c. The need for businesses and residents to be self-sufficient for several days following an earthquake, including food, water, medical assistance, and limited fire-fighting;

d. Specific information describing what an individual should do during and immediately following an earthquake, whether at home, in a car, at work, or in an unfamiliar building.

8. The cooperation of the business community shall be enlisted for public education and mutual assistance. Businesses should develop their own disaster response plans and have provisions for food, water, first aid and shelter of employees who may not be able to return home for several days following a major earthquake.

9. A standing committee for disaster recovery shall be established prior to any disaster, to provide contingency planning for the rapid and effective reconstruction of the City following a disaster. The committee shall include representatives of Planning, Public Works, Redevelopment and Building and Safety policy functions, as well as liaison to the local utilities and any State Federal redevelopment, housing, and/or reconstruction programs, and other functions as necessary.

10. Policies and procedures shall be instituted to facilitate the rapid repair and reconstruction of all facilities not designated as high hazard areas.

F. Hazardous Waste

1. Assist the County updating the County Hazardous Waste Management Plan.

2. Enforce the County Hazardous Waste Management Plan through General Plan or ordinance adoption.

3. Amend project applications to include requirements for submittal of information involving the proposed use, storage, handling, transport and/or disposal of hazardous materials/wastes and any previous use, storage, handling and/or disposal of hazardous materials/wastes.

4. Develop a listing of land uses which typically use, store or generate hazardous materials/wastes, to be used by the Planning Department.

5. Investigate and establish a procedure to identify existing, expanded and new businesses in the City which handle hazardous materials and/or generate hazardous waste.

6. Require permits for the use, storage handling, transport or disposal of hazardous materials/waste substances in accordance with applicable federal, state and county laws/regulations.

7. Coordinate groundwater quality monitoring in accordance with State laws.

V. ENVIRONMENTAL ISSUES

A. Seismicity

The Whittier, Elsinore, San Andreas and Newport-Inglewood faults were identified in previous General Plans as potentially hazardous to the City of Yorba Linda. A geotechnical siting study recently prepared for placement of a landfill and/or detention facility also included the Peralta Hills and San Jacinto faults (active faults) and the Chino fault (potentially active) as faults of concern for the area.[1] The Orange County Safety Element identifies additional active faults located outside Orange County as having potential to impact Orange County, including: Malibu-Coast-Raymond, Palos Verdes, San Gabriel and the Sierra Madre-Santa Susana-Cucamonga faults. It should be recognized that faults are part of a dynamic tectonic system, and that unanticipated fault movement can occur in this region, particularly where there are previously undetected faults. Exhibit S-1 shows the approximate location of these faults with respect to the City of Yorba Linda. Table S-1 shows the significant faults and potential earthquake effects in the area in and around Gypsum Canyon, including Yorba Linda.

Table S-1
Significant Faults in the Yorba Linda Area
(Gypsum Canyon Seismicity)[1]

Fault	Category[2]	Estimated Distance from Gypsum Canyon (in miles)	Estimated Maximum Magnitude (Richter Scale)[3]	Estimated Peak Ground Acceleration (g)[4]
Whittier	active	1	7.0	0.58
Elsinore	active	1.5	7.5	0.60
Chino	potentially active	5	6.5	0.30
Peralta Hills	active	4	6.25	0.26
Newport/Inglewood	active	21	7.0	0.12
San Jacinto	active	26	7.5	0.14
San Andreas	active	32	8.25	0.20

1 Gypsum Canyon is located < 1 mile south of the City. The data presented in this table are for general planning purposes only, and should *not* be considered a replacement for site-specific geotechnical investigations for new development. Lockman & Assoc., and The Earth Technology Corp., 1985. Final Report Hydrogeologic and Geotechnical Siting Study for Placement of a Class II Landfill and/or Detention Facility: Coal & Gypsum Canyons, Orange County, California, p. 3-7.
2 Active faults are known to have had surface displacements within Holocene times (past 11,000 years). Potentially active faults have evidence of surface faulting within Quaternary time (past 2-3 million years).
3 Maximum magnitude based on estimated rupture length and empirical relationships between historical rupture and earthquake magnitude.
4 Accelerations computed using Campbell, K. 1981. Near-Source Attenuation of Peak Horizontal Acceleration. Bull. Seismic Society of America, Vol. 71, p. 2039-2070, as applied by The Earth Technology Corp.

[1] Lockman & Associates and The Earth Technology Corporation, April 10, 1985. Final Report, Hydrogeologic and Geotechnical Siting Study for Placement of a Class III Landfill and/or Detention Facility: Coal and Gypsum Canyons, Orange County, California.

The Whittier fault is believed to be the main spur from the larger Elsinore Fault which follows a general line easterly of the Santa Ana Mountains into Mexico. The maximum creditable earthquake from the Whittier-Elsinore Fault Zone is a 7.0 magnitude. The Whittier fault zone is an Alquist-Priolo Special Studies Zone (APSSZ). Accordingly, surface fault rupture hazard in Yorba Linda is high within the boundaries of this zone. Portions of the Alquist Priolo Zone are within the City of Yorba Linda. The unexpected, moderate-sized Whittier Narrows earthquake of October 1, 1987 occurred on the "Elysian Park fault", a buried thrust fault which is a northern extension of the Whittier fault. The northern extension of the Elsinore fault branches into the Whittier fault (to the northwest) and the Chino fault (to the northeast). The Elysian Park, Whittier, and Chino faults are all part of the Whittier-Elsinore fault system. Prior to the Whittier Narrows earthquake, the Whittier fault was considered active, although no major earthquakes had been attributed to movement of this fault since 1769.[2] The Elysian Park and Whittier faults are not well understood at present, but considerable geologic research is currently underway to identify the extent of risk from this geological hazard which affects much of the heavily populated region in Los Angeles and Orange Counties.[3]

The City is located approximately 4 miles from the Peralta Hills fault, 21 miles from the Newport-Inglewood fault, 26 miles from the San Jacinto fault, and about 32 miles from the nearest segment of the San Andreas fault, and there are groundshaking hazards from each of these faults.

Table S-2 shows the Modified Mercalli Scale for Earthquake Intensities. Intensity, which differs from magnitude, refers to the perceived strength of an earthquake as it affects local residents and construction. According the Orange County Safety Element, portions of the City of Yorba Linda could experience intensities ranging from VI to VIII from either an 8.3 event on the San Andreas fault or a 7.5 event on the Newport-Inglewood fault. Intensity depends on: magnitude, distance from the epicenter, acceleration, period duration and amplitude of seismic waves, type of ground, water table, type and quality of construction, and the natural fundamental period of structures and their foundations. Intensity scales, unlike magnitude which are based on instrumental measurements, are a measure of perceived impact based on interviews and observations.

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[2] City of Yorba Linda, Seismic/Geologic Element, prepared 1974.

[3] Telephone conversation with Eldon M. Gath, Project Manager, Leighton & Associates, on 02/08/92 for further clarification on the current status of this fault system.

PUBLIC SAFETY MAP



The City of

YORBA LINDA

SCALE 1" = 3000'

THE PLANNING CENTER

GEOGRAPHIC INFORMATION SYSTEMS
1300 DOVE STREET, SUITE ONE HUNDRED
NEWPORT BEACH, CA 92660 (714) 851-3444

Exhibit S-1

Table S-2
The Modified Mercalli Intensity Scale[1]

(As modified by Charles F. Richter in 1956 and rearranged)

If most of these effects are observed	*then the intensity is:*
Earthquake shaking not felt. But people may observe marginal effects of large distance earthquakes without identifying these effects as earthquake caused. Among them: trees, structures, liquids, and bodies of water sway slowly, or doors swing slowly.	I
Effect on people: Shaking felt by those at rest, especially if they are indoors, and by those on upper floors.	II
Effect on people: Felt by most people indoors. Some can estimate duration of shaking. But many may not recognize shaking of building as caused by an earthquake: the shaking is like that caused by the passing of light trucks.	III
Other effects: Hanging objects swing. *Structural effects:* Windows or doors rattle. Wooden walls and frames creak.	IV
Effect on people: Felt by everyone indoors. Many estimate duration of shaking. But they still may not recognize it as caused by an earthquake. The shaking is like that caused by the passing of heavy trucks, through sometimes, instead, people may feel the sensation of a jolt, as if a heavy ball had struck the walls. *Other effects:* Hanging objects swing. Standing autos rock. Crockery clashes, dishes rattle or glasses clink. *Structural effects:* Doors close, open or swing. Windows rattle.	V
Effect on people: Felt by everyone indoors and by most people outdoors. Many now estimate not only the duration of shaking but also its direction and have no doubt as to its cause. Sleepers wakened. *Other effects:* Hanging objects swing. Shutters or pictures move. Pendulum clocks stop, start or change rate. Standing autos rock. Crockery clashes, dishes rattle or glasses clink. Liquids disturbed, some spilled. Small unstable objects displaced or upset. *Structured effects:* Weak plaster and Masonry D* crack. Windows break. Doors close, open or swing.	VI
Effect on people: Felt by everyone. Many are frightened and run outdoors. People walk unsteadily. *Other effects:* Small church or school bells ring. Pictures thrown off walls, knickknacks and books fall off shelves. Dishes or glasses broken. Furniture moved or overturned. Trees, bushes shaken visibly, or heard to rustle. *Structural effects:* Masonry D* damaged; some cracks in Masonry C*. Weak chimneys break at roof line. Plaster, loose bricks, stones, tiles, cornices, unbraced parapets and architectural ornaments fall. Concrete irrigation ditches damaged.	VII
Effect on people: Difficult to stand. Shaking noticed by auto drivers. *Other effects:* Waves on ponds; water turbid with mud. Small slides and caving in along sand or gravel banks. Large bells ring. Furniture broken. Hanging objects quiver. *Structural effects:* Masonry D* heavily damaged; Masonry C* damaged, partially collapses in some cases; some damage to Masonry B*; none to Masonry A*. Stucco and some masonry walls fall. Chimneys, factory stacks, monuments, towers, elevated tanks twist or fall. Frame houses moved on foundations if not bolted down; loose panel walls thrown out. Decayed piling broken off.	VIII
Effect on people: General fright. People thrown to ground. *Other effects:* Changes in flow or temperature of springs and wells. Cracks in wet ground and on steep slopes. Steering of autos affected. Branches broken from trees. *Structural effects:* Masonry D* destroyed; Masonry C* heavily damaged, sometimes with complete collapse; Masonry B* is seriously damaged. General damage to foundations. Frame structures, if not bolted, shifted off foundations. Frames cracked. Reservoirs seriously damaged. Underground pipes broken.	IX
Effect on people: General Panic. *Other effects:* Conspicuous cracks in ground. In areas of soft ground, sand is ejected through holes and piles up into a small crater, and, in muddy areas, water fountains are formed. *Structural effects:* Most masonry and frame structures destroyed along with their foundations. Some well-built wooden structures and bridges destroyed. Serious damage to dams, dikes and embankments. Railroads bent slightly.	X
Effect on people: General Panic. *Other effects:* Large landslides. Water thrown on banks of canals, rivers, lakes, etc. Sand and mud shifted horizontally on beaches and flat land. *Structural effects:* General destruction of buildings. Underground pipelines completely out of service. Railroads bent greatly.	XI
Effect on people: General Panic *Other effects:* Same as Intensity X. *Structural effects:* Damage nearly total, the ultimate catastrophe. *Other effects:* Large rock masses displaced. Lines of sight and level distorted. Objects thrown into air.	XII

* Masonry A: Good workmanship and mortar, reinforced, designed to resist lateral forces.
Masonry B: Good workmanship and mortar, reinforced.
Masonry C: Good workmanship and mortar, unreinforced.
Masonry D: Poor workmanship and mortar and weak materials like adobe.

1 From Urban Geology: Master Plan for California, Bulletin 198, California Division of Mines and Geology, Sacramento, California 1973.

Due to the proximity of regional active and potentially active faults in and around Orange County, and local active faults in Yorba Linda, the risk of structural damage and loss of life due to ground shaking is considerable. The largest losses of life and property in California due to geological hazards have been caused by violent ground shaking during earthquakes.[4] Although this hazard is not unique to the City of Yorba Linda, nor to Orange County, ground shaking hazard should not be underestimated even in portions of the city where surface rupture risk is low. The Whittier-Elsinore fault system is probably the most hazardous with respect to groundshaking in Yorba Linda, since the peak ground acceleration for both the Whittier fault and nearest segment of the main branch of the Elsinore fault are both well in access of 0.4g, the assumed peak ground acceleration for the building standards for Seismic Zone 4 of the Uniform Building Code.

Due to statewide potential for severe geologic hazards and concerns regarding personal injury and property damage from future earthquakes, the Seismic Safety Mapping Act was passed in 1990. This new law calls for delineation of special Seismic Hazards Study Zones (SHSZ) or areas of high potential for enhanced ground shaking, liquefaction, earthquake-induced landslides, and other ground failures, which collectively call for most earthquake losses. The law requires the state geologist to compiles maps identifying seismic hazards and submit them to the State Mining and Geology Board (SMGB) and to all affected cities, counties, and state agencies for review and comment. Revisions of the final maps will then be provided to each state agency, city or county having jurisdiction over lands containing an area of seismic hazard. This mapping program has just gotten underway, and it is expected to take between 1-1.5 years before compilation of the first maps, therefore it is not certain whether all or parts of Yorba Linda will fall into a SHSZ. However, with the existing Whittier fault zone and portions of the City at risk for landslides, ground failure, and liquefaction, it is a reasonable assumption that during the lifetime of this General Plan Update, the City will be affected by this program.

B. Slope Instability: Landslides & Subsidence

Slope stability is a serious geologic problem in the northern and northeastern parts of the City. This area is underlain by siltstone and interbedded sandstone of the Puente Formation and are often the most prone to landsliding and other forms of slope failure. Along Telegraph Canyon and other east-west trending canyons landslides are more common than on south-facing slopes which are typically underlain by thick soil and slopewash. Soil creep and shallow slope failures also occur more on the east-west trending slopes. Conditions which contribute to the slope failures are evident in the

[4] Urban Geology: Master Plan for California, Bull. 198, p. 19, California Division of Mines and Geology, 1973.

Chino Hills, particularly in areas of well-bedded siltstone and sandstone within the Puente Formation. Rockfalls and rockslides are also identified as a problem where resistant, thick-bedded or massive sandstone is exposed on steep, high slopes such as in areas underlain by the Soquel Member of the Puente Formation.[5]

A slight subsidence and uplift occurs in the region, primarily in the Coyote Hills west of the City. There is a slow uplift of the Chino Hills, but this has been identified as too insignificant to cause noticeable damage to engineering structures.[6] The Geologic Hazards Map illustrates the approximate location of those types of hazards.

C. Ground Failure: Weak Soils and Liquefaction

Liquefaction refers to a phenomenon in which water-saturated granular soils are temporarily transformed from a solid to a liquid state because of a sudden shock or strain, typically occurring during earthquakes. Depending on the other factors such as soil density, ground slope and stratification, the temporary loss of strength may result only in surface sand and soils or cracks and may also lead to foundation failures, landslides and excessive subsidence. To have potential for liquefaction, three simultaneous conditions are necessary: generally cohesionless soils, high groundwater, and ground shaking.[7] Most areas in Yorba Linda are assumed to be at low risk for liquefaction hazards since the water table in most places in this area is deeper than 17 m (50) feet, except for some parts of the major drainage channels.[8] The exceptions occur primarily adjacent to the Santa Ana River, as shown in the Orange County Safety Element. Although there is potential for liquefaction in these areas of Yorba Linda, it should be recognized that in many instances much of that risk can be mitigated through proper engineering and construction practices, if site-specific engineering evaluations are conducted which assess liquefaction potential and identify appropriate mitigation measures, and if the mitigation measures are implemented, and structures are well constructed.

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5 Tan, S.S., Miller, R.V., and Evans, J.R., 1984. Environmental Geology of Parts of the La Habra, Yorba Linda and Prado Dam Quadrangles, Orange County, California. California Department of Conservation, Division of Mines and Geology, Open File Report-84-24 LA.

6 Lamar, D.L. 1973, Microseismicity and recent tectonic activity in Whittier fault area, California: Earth Science research Corporation, Santa Monica, California as discussed by Tan, Miller, and Evans, 1984.

7 (Draft) Supplement to the Safety Element for the General Plan, City of Stanton, Lownes Geologic Services, October 1987.

8 California Department of Resources, 1967, Progress Report on Ground Water Geology of the Coastal Plain of Orange County, California, Plate 8 and Figure 5. As discussed in Tan, Miller & Evans, 1984.

D. Hazardous Structures

The principal threat in an earthquake is not limited to groundshaking, fault rupture or liquefaction, but the damage that the earthquake causes to structures that house people or essential functions. Continuing advances in engineering design and building code standards over the past decade have greatly reduced the potential for collapse in an earthquake of most of our new buildings. However, many structures were built in past decades, before some of the earthquake design standards were incorporated into the building code. Several specific building types are a particular concern in this regard.

Unreinforced Masonry Structures. In the late 1800's and early 1900's, reinforced masonry was the most common type of construction for larger downtown commercial structures and for multi-story apartment and hotel buildings. These were reinforced as a collapse hazard following the San Francisco earthquake of 1906, Santa Barbara earthquake of 1925, and again in the aftermath of the Long Beach earthquake of 1933.

Following the Long Beach earthquake, seismic requirements were added to local building codes for the first time and the Field Act of 1934 instituted Statewide standards to the vast stock of existing unreinforced masonry structures.

Today, these structures are still recognized as the most hazardous structures in an earthquake. Because of the development of Yorba Linda during the 1930s, unreinforced masonry buildings may still exist within the City. The area of most concentrated urban development in 1930 is the downtown area.

Senate Bill 547, recently signed by the Governor of California, requires local jurisdictions to enact structural hazard reduction programs by (a) inventorying pre-1934 unreinforced masonry structures, and (b) developing mitigation programs to correct the structural hazards.

Pre-cast Concrete Tilt-up Building. This building type was introduced following World War II and gained popularity for use in light industrial structures during the late 1950s and 1960s. Extensive damage to concrete tilt-up structures in the 1971 San Fernando earthquake revealed the need for better anchoring of walls to the roof, floor and foundation elements of the building, and for stronger roof diaphragms. In the typical damage to these structures, the concrete wall panels would fall outward and the adjacent roof would collapse creating a direct life hazard. The City of Yorba Linda does not have any of this type of structure.

Soft-Story Buildings. "Soft-Story" buildings are those in which at least one story--commonly the ground floor--has significantly less rigidity and/or strength than the rest of the structure. This can form a weak link in the structure, unless special design features are incorporated to give the building adequate structural integrity. Typical

examples of soft-story construction are buildings with glass curtain walls on the first floor only, or buildings place on stilts or columns, leaving the first story open for landscaping, street-friendly building entry, parking, or other purposes.

In the 1950s to early 1970s, soft-story structures were a popular construction style for low- and mid-rise concrete frame structures. The City has conducted an unreinforced masonry structure study, but a structural survey would be needed to determine whether any of them are of soft-story construction. Procedures are currently being developed by the Applied Technology Council for seismic evaluation of these and other types of potentially hazardous buildings.

E. Flooding

Historic flooding in Orange County has occurred largely in the Santa Ana River. Flood flows have been documented since 1825. The greatest flood in the history of California occurred in 1862 when it was estimated that the flow in the Santa Ana River was 315,000 cfs, more than three times larger than any subsequently measured flow. Flooding also occurred in 1891, 1916, 1938, 1969, 1974, 1978-1980 and 1983. This history of flooding has been the impetus behind the Lower Santa Ana River Mainstem project in order to provide flood protection for the coastal regions of Orange County. Discussions with the City of Yorba Linda Engineering staff indicate that flooding within the City limits generally occurred in the western portion of the City.

The City of Yorba Linda has within its boundaries a number of identified 100-year floodplains. A 100-year floodplain is defined as an area hat has a one percent or greater change of experience a flood inundation in any given year. The floodplain areas in Yorba Linda have been established by the Federal Emergency Management Agency (FEMA) and are shown on Flood Insurance Rate Maps (FIRMS) panels 06059C0008, 06059C0009 and 06059C0010 dated September 15, 1989.

In addition to the FIRM maps, the City of Yorba Linda has incorporated floodway designations into the zoning map and the zoning ordinance. These floodway designated areas correspond roughly to the flood hazard boundaries of the FEMA maps. There are two separate floodway designations in the City's Zoning Code, FP-1 and FP-2.

The designated floodplains within the boundaries of the City of Yorba Linda can be broken into two categories - tributaries to the Santa Ana River and the Santa Ana River itself.

The Santa Ana River floodplain in Yorba Linda extends approximately four miles along the southern border of the City and encompasses approximately 690 acres. This area is designated as open space (FP-2) on the Zoning Map of the City and contains Featherly Regional Park. This project, the lower Santa Ana Mainstem, involves construction of a new dam (Seven Oaks Dam), construction of an inflatable dam by OCWD by Imperial Highway, raising the existing Prado Dam, and constructing channel improvements from the Prado Dam downstream to the Pacific Ocean. The intent of this project is to reduce peak spillway overflows at the Prado Dam from 50,000 cubic feet per second (cfs) to 30,000 cfs and protect existing improvements in the river from erosion. When completed, this project will likely reduce the designated floodplain area along the river in Yorba Linda substantially. This change in the floodplain area will not be addressed until the overall mainstem project is 50 percent complete, estimated to be in 1994. The Seven Oaks Dam is anticipated to have the greatest impact on the floodplain but is not expected to be completed until 1997. The Orange County Water District also proposes the construction of an inflatable dam near Imperial Highway.

The floodplains that are tributaries to the river generally follow the area topography that is flowing roughly south to southwest. Some of these designated area have been improved to contain floodwaters, but most are in an unimproved state. These areas are Channel E04501, Atwood Channel, East Richfield Channel, Richfield Channel, and Esperanza Channel.

F. Wildfire

The City of Yorba Linda is subject to wildfires due to the steep terrain, highly flammable chaparral vegetation of Chino Hills and the high winds (Santa Ana winds) that correspond with seasonal dry periods. Major fires have threatened the City in the past.

Many wildland fires have been associated with all the above conditions. In the 1982 Gypsum Canyon fire, 17 homes were lost and 18,000 acres were burned, leaving an estimated 16 million dollars in damage. The Santa Ana winds during the time of the fire were approximated at 50-55 mph, making the fire difficult to contain.

Reasons for control difficultly associated with wildland fires include the following:

- Adverse weather conditions
- Large quantities of combustible fuel
- Inaccessible terrain
- Large fire frontage-dispersing fire forces

The location of high wildfire hazard areas can be seen in the Public Safety Map.

G. Oil Well Hazards

The Yorba Linda oil field lies immediately north of the City limits at the base of the Chino Hills which forms the eastern boundary of the Los Angeles Basin. The topography of the field is hilly with ground elevations ranging from approximately 400 to 650 feet above sea level. The general slope of the land is to the southwest. The area of the oil field is approximately 875 acres. It is owned by Shell Western E&P. There has been some discussion of the possibility of the City annexing this land for development after the wells have been abandoned.

The well field was originally developed in the 1930s. As technology has improved the production capacity of the wells, more wells have been added. According to the Conservation Committee of California Oil and Gas Producers Annual Review of California Oil and Gas Production 1990 Report, the Yorba Linda field contains 337 total production wells. Most of the wells are located in the east field area. The field produced a total of 910 thousand barrels of oil in 1990, which represents 1.7 percent of the region total production of 54.5 million barrels. The State total production of crude oil in 1990 was 351 million barrels.

There are a number of issues related to the oil field, including occasional spills of crude oil and produced water which have the potential of soil and groundwater contamination. The Emergency Response Notification System report obtained for the Yorba Linda area indicates that there have been a number of crude oil and produced water spills on the oil field, primarily resulting form pipeline leaks and equipment failures. These spills have been small, on the order of 10 barrels or less. No waterways have been reportedly affected.

The longer term issues involve the decommissioning of the oil field, the abandonment of the wells and the development of the area after it is no longer used as an oil field. There are specific requirements of the State of California Division of Oil and Gas for well abandonment. This procedure requires that the applicant contact the Division of Oil and Gas prior to any work being done to abandon the well. Wells must be vented to the atmosphere and plugged for several hundred feet with cement or clay based mud per the specifications contained in the Abandonment/Reabandonment Guidelines published by the Division. The City of Yorba Linda does not permit the location of residences in oil well areas through implementation of an Oil Overlay Zone.

H. Hazardous Materials

All segments of society generate hazardous waste, including manufacturing and service industries, small businesses, agriculture, hospitals, schools and households. In 1986, 114,000 tons of hazardous waste were generated in Orange County alone. Of this amount, 599 tons were generated in Yorba Linda. It is projected that Orange County will generate over 226,000 tons of hazardous waste by the year 2000. Likewise, it is anticipated that Yorba Linda will generate more hazardous waste as the City grows. Such alarming statistics have made hazardous waste management an important environmental issue of all communities.

A material is hazardous when it exhibits corrosive, poisonous, flammable and/or reactive properties and has the potential to harm human health and the environment. Hazardous materials are generally useable substances used to produce high technological products which enable our society to enjoy a high standard of living. Hazardous materials are used in products (household cleaners, industrial solvents, paint, etc.) and in the manufacture of products (e.g., television sets, newspapers, plastic cups, and computers).

Hazardous wastes, on the other hand, are the chemical remains of our technological culture and high standard of living. Hazardous wastes are substances of no further intended use which need treatment and/or disposal. Storage, transport and disposal of these materials require careful and sound management practices.

1. Hazardous Waste Management Plan

Orange County has developed the County Hazardous Waste Management Plan (HWMP) in response to a federal mandate to ban all untreated hazardous waste disposed of in landfills by the mid-1990s. The goal of the Plan (also known as the Tanner Plan) is to protect the health and welfare of the community while preserving the economic vitality of Orange County. The purpose of the Plan is to provide policy direction and action programs to address current and future hazardous waste management issues having local (city and county) responsibility and involvement.

State legislation requires local jurisdictions to incorporate provisions of the County Hazardous Waste Management Plan into their local plans and processes. specifically, each City within the County is required to do one of the following:

1. Adopt a City Hazardous Waste Management Plan containing all of the required elements (per California Health and Safety Code, Section 251351(d)) which shall be consistent with the approved County Hazardous Waste Management Plan.

2. Incorporate applicable portions of the approved County Plan (as determined by the City), by reference, into the City's General Plan.

3. Enact an ordinance which requires that all applicable zoning, subdivision, conditional use permit, and variance decisions are consistent with the portions of the approved County Plan which identify general areas or siting criteria for hazardous waste facilities.

The City of Yorba Linda has incorporated by reference all applicable parts of the County's Plan.

2. Household Hazardous Waste

Nearly all residents have some type of hazardous material in the home, whether it be used motor oil, old paints and cleaners, car batteries or pesticides/herbicides. These materials often end up in sanitary landfills resulting in the potential for serious environmental problems. The hazardous constituents found in products disposed of in landfills may seep through the ground, contaminating the underground water supply, or wash away as runoff into nearby rivers and streams. Used motor oil and paints have been identified by the County as targets for future diversion programs primarily because of their volume. Household batteries are also a target because of the toxicity of the heavy metals that they contain.

Besides improper landfill disposal, household hazardous wastes pose serious health issues for people. For example, thousands of people are injured each year due to improper use or disposal of household hazardous materials; sanitation workers are injured by fume, spills and explosions; and dangerous levels of hazardous volatile components may be emitted into the air.

The California Integrated Waste Management office is responsible for planing, coordinating, and administrating a county-wide project (the Household Collection/Disposal Project) for the safe, efficient collection and disposal of household hazardous waste. The goals of the Household Collection/Disposal Project are to:

- Educate county residents about household hazardous materials and the potential dangers resulting from improper use or disposal of these materials;

- Educate county residents about the importance of reducing the amount of hazardous materials used in the home and to reduce the amount of HHW in Orange County.

- Offer residents a means by which to properly dispose of household hazardous wastes;

- Monitor and remain current on regulatory requirements and participate in improving HHW management methods; and

- Ultimately eliminate or significantly reduce disposal of HHW in Orange County's solid waste landfills.

The City of Yorba Linda supports these goals and objectives and will provide the County with assistance to ensure that they are achieved. The policies and programs to meet the goals of the Household Collection/Disposal Project follow.

Education. The key to success of the Household Collection/Disposal Project is through education. The Orange County Fire Department Hazardous Materials Program Office (HMPO) is developing a Community Awareness Program. The focus of the program is to communicate to each individual that he/she can be part of the solution instead of just being part of the problem. The use of non-hazardous products and reducing the amount of hazardous materials in the home will be stressed. Participants of this program will include city and county governments, businesses, educators (schools), residents and community groups.

Other educational materials and programs offered by the County include:

- Presentations by HMPO staff to local schools and groups regarding hazardous materials issues.

- A 16-minute VHS videotape regarding household hazardous materials available for checkout.

- A 24-hour Hazardous Materials Hotline at (714) 665-6970 to provide individuals with information on how to dispose of hazardous materials.

- Printed informational material.

Household Hazardous Waste Collection and Disposal. Currently, there are three permanent sites in Orange County for collecting and disposing of household hazardous waste:

Anaheim Regional Collection Center
1131 Blue Gum Street

Huntington Beach Regional Collection Center
17121 Nichols Street

San Juan Capistrano Prima Deschecha Landfill
32250 La Pata Avenue

The County HMPO has developed an informational brochure on household hazardous waste. The contents of this brochure include Hazardous Materials News, Tips on Toxics, How to Dispose of Household Hazardous Waste, and other information.

The City of Yorba Linda will encourage its residents to utilize this household waste collection/disposal service. In addition, the City will promote the use of non-hazardous alternatives and reduction of the volume of hazardous materials used at home in order to protect the quality of life in the Yorba Linda community.

3. Hazardous Waste Sites

Hazardous wastes can pose a threat to public health and cause pollution of land, water, and air through inadequate and uncontrolled handling and disposal or illegal dumping of wastes. A number of Federal, State and local laws and regulations exist which address current management needs. For example, the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) of 1980 and the Superfund Amendments and Reauthorization Act (SARA) of 1986 govern the clean-up of hazardous waste sites; and the Resource Conservation and Recovery Act (RCRA) and the California Hazardous Waste Control Law (HWCL) regulate businesses which generate, transport, treat and dispose of hazardous wastes.

There are also Community-Right-To-Know laws which require disclosure and tracking of hazardous wastes and emergency incident responses from various levels of government as well as from industries themselves.

The State of California has recently enacted changes to the Health and Safety Code and Title 19 of the California Code of Regulations to expand the scope of the state program to incorporate federal chemical inventory requirements not previously covered by state law. This allows compliance with both state and federal requirements by a single chemical inventory submission and will minimize duplication of reporting for businesses.

This section provides information on the disclosure of documented hazardous waste sites within the City of Yorba Linda and vicinity (zip codes 92686 and 92687). Hazardous waste information was gathered from a computerized search of available government records through Environmental Audit, Inc. The purpose of the environmental data search is to identify the following:

1. Known abandoned or uncontrolled hazardous waste disposal sites or known or suspected potentially contaminated sites.

2. Sites which report the generation, storage, treatment, or disposal of hazardous waste.

3. Sites with registered underground storage tanks.

4. Sites with reported spills or releases of oil and hazardous substances.

All of the aforementioned sites have the potential to threaten the health and safety of the public and quality of the environment.

Federal and California State Agency environmental data on hazardous waste-related issues in the Yorba Linda area were compiled from a number of government records. Results of this search indicate that there are 8 confirmed hazardous waste sites, all of which are caused by leaking underground storage tanks (LUSTs). These LUSTs are impacting oil and/or groundwater and are under investigation by the State Water Resource Control Board. A list of confirmed leaking underground storage tanks is provided in Chapter 7 of the Technical Appendices of the General Plan EIR.

There are 15 reported releases of oil and hazardous substances in the Yorba Linda are for the period 1987 - 1991. The most commonly released substances was crude oil resulting from equipment failure or pipeline leaks. Illegal dumping of diesel fuel, latex paint, and herbicides was also reported.

In addition, 38 sites have been or are currently being investigated by the State Department of Health Services to determine if contamination exists at these sites. Eighteen of these sites require no further action; the remaining 20 are currently under investigation.

The database search also disclosed a list 38 registered hazardous waste generators which conduct business in Yorba Linda. This list includes, but is not limited to, dry cleaning businesses, auto maintenance shops, photo development shops and telephone companies. It should be emphasized that many of the identified sites have not violated, but rather are complying with, hazardous waste laws and

regulations. In fact, most of the sites are businesses which play a necessary role in the economic vitality of the City.

Chapter 7 of the Technical Appendices of the EIR contains the report of Federal and California State Agency environmental data which identifies environmental problem sites and activities in the Yorba Linda area.

4. Hazardous Waste Transportation Routes

The responsibility for the safe transport of hazardous materials and the prevention and control of accidents involving hazardous materials is shared by Federal, State and local government.

Federal Regulations. The Hazardous Materials Transportation Act (HMTA) covers inspection, training and transportation requirements. This regulatory program is administered by the Department of Transportation (DOT). Recent revisions to the HMTA include emergency response planning and information requirements for transporters of hazardous materials.

The Resource Conservation and Recovery Act (RCRA), which is administered by the U.S. EPA requires the regulation of hazardous waste transporters, who must comply with recordkeeping, labeling and manifest requirements.

In general, HMTA has precedence over all other federal and state laws regarding hazardous materials transportation, unless it can be shown that they 1) provide equal or greater public protection, and 2) does not unreasonably burden commerce.

California Regulations. California laws which govern the transportation of hazardous materials include the Hazardous Waste Control Law (HWCL) and the Hazardous Waste Haulers Act (HWHA). These laws and accompanying regulations closely parallel those on the federal level. For example, the HWCL, administered by the State Department of Health Services (DHS) includes a manifest similar to that of the RCRA manifest for tracking the transport of hazardous wastes. However, California also requires licensing of hazardous waste transporters with the State DHS. The California Highway Patrol (CHP) is responsible for enforcing Vehicle Code regulation regarding labeling and handling of hazardous waste in transit, and inspects vehicles and equipment as well as shipping documents.

Local Regulations. Currently, there is very little local regulatory activity regarding the transport of hazardous waste. County activities are limited to recording manifest data and responding to spills and illegal dumping incidents.

Large amounts of hazardous materials are transported over California's highways, railways and waterways each day. Hazardous waste comprises a very small amount of this material. Most is a variety of virgin chemical materials used in industry and agriculture.

The City of Yorba Linda has not experienced major incidents relating to hazardous materials transport according to the City Engineering staff and the Emergency Response Network System (ERNS) database for 1987-91 (Appendix A). However, significant hazardous waste transport risks exist for several reasons are follows:

1. Many residential area abut major arterials used to transport hazardous materials/waste.

2. The existing transportation arterials are experiencing deteriorating traffic conditions as the volume of traffic continues to increase. These conditions are expected to continue to deteriorate unless appropriate measures are taken to reduce the risk of accidents on congested streets.

3. Most users of virgin hazardous materials and hazardous waste generators are geographically dispersed so that most major and primary arterial highways (Imperial Highway, for example) must be used to transport hazardous waste. Furthermore, only about 3.1% of hazardous waste generators recycle their waste on-site, thereby resulting in more off-site transport of hazardous waste.

4. The Atchison, Topeka and Santa Fe Railroad (AT&SF RR), which traversed through the southeastern portion of Yorba Linda, is used to transport hazardous materials among other freight. More than 20 trains pass through the City daily. Two train derailments have occurred in recent years. Although these incidents did not involve a release of hazardous materials, there exists the potential for such an accident to occur.

Motor Vehicle Transport. The City of Yorba Linda has instituted truck restrictions on all streets and roads within the City limits except for Imperial Highway. This truck restriction requires that trucks use Imperial Highway for all deliveries and that local and collector roads can only be used for local deliveries. Trucks must use the shortest route to the delivery site possible from Imperial Highway. There are no other designated routes or travel time restrictions for hazardous waste haulers who transport hazardous materials on City roads to access the 91 Freeway. The 91 (Riverside) Freeway is the major transportation corridor in the vicinity and is located just south of the City of Yorba Linda.

Rail Transport. Rail transport is the preferred mode of hazardous material transport. In a study conducted by the Southern California Hazardous Waste Management Project, the risks of truck versus rail transport were compared. The study indicated that rail transportation, in general, involves significantly fewer accidents on a ton-mile basis, and the rail carriers in Southern California have a comprehensive emergency response program to deal with accidents, should they occur. In addition, rail transport of hazardous materials/waste over distances longer than 450 miles may be more economical than truck hauling.

However, in Yorba Linda, like the rest of Orange County, rail transport may not be economical due to the large number of small quantity generators widely dispersed throughout the City. The use of transfer stations or storage facilities for hazardous waste may make rail transport significantly more viable.

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Chapter Eight

GROWTH MANAGEMENT ELEMENT

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GROWTH MANAGEMENT

I. INTRODUCTION

A. Purpose

The purpose of this Element of the City of Yorba Linda General Plan Update is to support growth and development based on the City's ability to provide an adequate circulation system to serve the land uses designated in this General Plan Update. It is further intended that achieving an adequate circulation system will be accomplished in accordance with the Orange County Division, League of California Cities "Countywide Traffic Improvement and Growth Management Plan Component" (Measure M).

The Growth Management Element and the Circulation Element each play an important role in maintaining mobility within and through the City. The Circulation Element describes the nature and extent of transportation facilities, particularly the arterial highway system, intended to provide for the movement of people and goods required by the development proposed in the Land Use Element. Also part of the Circulation Element is the prescription of standards for the improvement of each arterial highway classification, such as the number and width of travel lanes. Complementing this system is the provision in the Growth Management Element for traffic levels of service (LOS) at which the arterial highway system is expected to operate: in effect, a system performance standard. Both Elements must be consulted in order to properly implement road improvement policies in the General Plan.

The Growth Management Element contains policies for the planning and provision of traffic improvements that are necessary for orderly growth and development. Because Yorba Linda is a "developed community" for Measure M purposes, level of service standards for public facilities other than circulation are not included in this Element. The Element institutes policies and programs which establish traffic LOS standards, development mitigation, phasing, and an implementation program.

It is further the purpose of this Element to establish the nature and extent of the City's involvement in efforts to improve air quality in the South Coast Air Basin. Goals, policies and implementation actions satisfying this purpose are not a part of the Measure M qualifications for Yorba Linda.

B. Consistency with Other General Plan Elements

A major goal of the Growth Management Element is to ensure that the planning, management and implementation of traffic improvements are adequate to meet the current and future needs of the City. As required by State law, this must be achieved while maintaining internal consistency among the other elements of the General Plan.

The Growth Management Element incorporates and augments goals, policies, implementation programs and applicable circulation infrastructure standards related to requirements of other General Plan Elements, and establishes additional direction where necessary. The Growth Management Element is implemented through various coordinated programs developed to support and carry out its goals and policies. The Growth Management Element has been modeled to minimize duplication between Measure M and the Congestion Management Program (CMP) requirements.

The Growth Management Element is the most current expression of City growth management policies. Although there is overlap among the General Plan elements, particularly the Circulation Element and the Land Use Element, the Growth Management Element is the key resource document for growth management concerns.

C. Key Definitions

The following definitions are presented here because they are critical to an understanding of the Element.

1. CAPITAL IMPROVEMENT PROGRAM (CIP). A listing of capital projects needed to meet, maintain and improve a jurisdiction's adopted Traffic Level of Service and Performance Standards. The CIP includes proposed projects and an analysis of the costs of the proposed projects as well as a financial plan for providing the improvements. The CIP is one tool for implementing the General Plan and is updated annually to insure that priorities remain timely as circumstances change.

2. COMPREHENSIVE PHASING PLAN (CPP). A roadway improvement and financing plan which responds to the level of service requirements in the Element. A CPP includes level of service requirements and takes into account measurable traffic impacts on the circulation system.

3. CRITICAL MOVEMENT. Any of the conflicting through or turning movements at an intersection which determine the allocation of green signal time. Determination of existing or projected critical movements aids in evaluating the intersection's ability to handle traffic and identification of potential intersection improvements to increase its capacity.

4. DEVELOPMENT PHASING PROGRAM. A set of standards and procedures which establish the requirement for building and grading permits to be approved or issued in a manner that assures implementation of required transportation and public facilities improvements. This program enables the City to specify the order of improvements and the phasing of dwelling units based, at a minimum, on mitigation measures adopted in conjunction with environmental documentation and other relevant factors.

5. DEFICIENT INTERSECTION FUND. A trust fund established to implement necessary improvements to existing intersections which do not meet the Traffic Level of Service policy. This fund makes it possible to add together fees from multiple development projects and focus the accumulated funds on a particular circulation system improvement.

6. DEFICIENT INTERSECTION LIST. A list of intersections which, after all feasible traffic improvements have been made, still exceed the threshold traffic Level of Service standard.

   The significance of an intersection being on the Deficient Intersection List is that since all feasible improvements have been made, no additional funding for transportation improvements is shown for these intersections on the City's Seven - Year Capital Improvement Program. The Deficient Intersection List is primarily to be used in Growth Management Area Inter-Jurisdictional Planning Forums for discussion among member jurisdictions of land use decisions, traffic mitigation programs and transportation improvement projects. Placing an intersection on the Deficient Intersection List does not detract form the City's ability to qualify for Measure M funds for other traffic improvements.

7. DEVELOPED COMMUNITY. A community which already contains public facilities necessary to support development on the General Plan Land Use Element, but may require new or improved transportation facilities to implement their circulation system and the regional system.

8. GROWTH MANAGEMENT. The process of influencing, guiding and regulating various aspects of growth to achieve prescribed standards or levels of service. These levels of service may be expressed in terms of quantitative or qualitative measures, or both. It involves establishing plans, policies and programs to achieve certain desired amounts, rates, timing and quality of growth and development.

9. GROWTH MANAGEMENT AREAS (GMAs). A subarea of the County established by the Regional Advisory and Planning Council to promote inter-jurisdictional coordination in addressing infrastructure concerns and in implementing needed improvements. The City of Yorba Linda is primarily

located in GMA No. 1 with a small portion in GMA No. 4. It also includes the cities of Brea, Fullerton, La Habra and Placentia, as well as the Cities of Anaheim, Orange and Buena Park.

10. GROWTH MANAGEMENT ELEMENT. An Element of the City General Plan which specifies goals, policies and actions for achieving optimum community benefits from growth and development through influencing the rate, amount and phasing of growth in accordance with established traffic levels of service.

    The Measure M requirements for a growth management element include:

    a. Specification of Traffic Level of Service Standard(s);

    b. Adoption of a Development Mitigation Program;

    c. Adoption of a Development Phasing Program; and

    d. Adoption of an Annual Monitoring Program.

11. INTERJURISDICTIONAL FORUM. An ongoing series of meetings involving jurisdictions within a GMA to reach resolution of issues related to Measure "M" Growth Management Elements. This is the intergovernmental mechanism for local government coordination within and between GMAs. Of particular importance to the City of Yorba Linda will be coordination with GMAs 3 and 4.

12. LOCAL TRANSPORTATION AUTHORITY. The Orange County Transportation Authority (OCTA). This is the agency responsible for processing Measure M compliance submissions and administering the Measure M funds.

13. MEASURABLE TRAFFIC. Traffic volume resulting in a 1% increase in any critical movement at an intersection. This level of traffic increase is a key factor in determining the impacts for which a project would be responsible.

14. MEASURE M. The Countywide growth management ordinance passed by the voters to raise sales taxes within Orange County in order to fund specific transportation improvements and establish growth management procedures aimed at insuring that new development pays for the traffic improvements needed to maintain acceptable traffic levels of service.

15. TRAFFIC LEVEL OF SERVICE (LOS). This must also be referred to as the Threshold Traffic Level of Service. Specifically, a scale that measures the amount of traffic a section of road or intersection may be capable of handling. The scale ranges from a best case of LOS A to virtual gridlock at LOS F. When

specified as a target for one or more links or intersections its achievement becomes a matter of policy.

For traffic purposes, the following simplified scale illustrates the differences in LOS:

A - Free flowing traffic. Typically, less than a 5 second delay at intersections.

B - Occasional interruptions in flow. Usually, no more than a 15 second delay at intersections.

C - Regular but not serious interruptions in flow. Some vehicles wait at a signal for two cycles at peak periods. Normally, up to a 25 second delay at intersections.

D - Frequent delays during peak periods. Numerous vehicles wait for more than one signal cycle at peak periods. Up to a 40 second delay at intersections.

E - Consistent, substantial delays during peak period. The highways are virtually at the limit of their capacity. Up to 60 second delays at intersections.

F - Extensive delays in traffic. Highways are beyond their capacity. Long lines of traffic wait to pass through intersections. Delays at intersections during peak period may be well beyond 60 seconds.

D. Consistency with Applicable Laws

The California Government Code, Section 65303, states that "the General Plan may include any other elements or address any other subjects which, in the judgement of the [City Council], relate to the physical development of the ... city. The City of Yorba Linda finds that a Growth Management Element which: 1) qualifies for Measure M funding and; 2) establishes the City's air quality policies is an appropriate use of this legislative authorization.

1. Growth Management

As described in the "Countywide Growth Management Program Implementation Manual", approved April 18, 1991 by the Regional Planning and Advisory Council (RAPC), Growth Management is now a formal part of the intergovernmental process in Orange County. This is a result of the passage of Measure M, the revised Traffic Improvement and Growth Management Ordinance, on November 6, 1990. This

Ordinance authorizes an extra 1/2 cent retail tax for 20 years, beginning April 1, 1991. The estimated $3.1 billion thus generated is to be used by local governments and special districts for improvement and maintenance of local and regional transportation improvements. The Countywide Traffic Improvement and Growth Management Program states:

> "Each jurisdiction is to adopt a Growth Management Element of its General Plan to be applied in the development review process. Developed (Growth Management Areas) GMAs are required to include within their (Growth Management) Element sections that:
>
> 1. Specify Traffic Level of Service (LOS) standards;
> 2. Adopt a Development Mitigation Program;
> 3. Adopt a Development Phasing Program; and
> 4. Adopt an Annual Monitoring Program."

As specified in the adopted Countywide Growth Management Program Implementation Manual, Yorba Linda defines itself as a developed community.

Other Requirements of Measure M include the following actions which may be taken outside the Growth Management Element:

1. Participate in Inter-Jurisdictional Planning Forums.
2. Develop a Seven Year Capital Improvement Program.
3. Address a balance of housing options and job opportunities.
4. Adopt a Transportation Demand Management (TDM) Ordinance.

Policies are included in the Element which support these actions.

2. Congestion Management

Propositions 108 and 111 were passed by the electorate in June 1990. These actions established new requirements for transportation planning and funding in California's urban counties: those with an urbanized area containing a population greater than 50,000. The essence of the legislation was to make funding available from increased gas taxes available only to those urban counties and their cities in which specific actions enumerated in the legislation were undertaken to reduce congestion on the State Highways and "principal" arterial highways designated by the responsible local authority.

Planning for this program began in Orange County well before the election in June, 1990 on the basis that congestion was a serious problem needing some relief even if the propositions failed and, if they passed, it would be well to get an early start in

compliance. The result was a Congestion Management Plan and Implementation Manual unique in its scope, depth and degree of local government input.

Its preparation was managed by the Orange County Environmental Management Agency's Regional Coordination Office through a multi-agency Management Team, a public sector/private sector Technical Advisory Committee and a joint City/County Policy Task Force. The resultant CMP documents therefore represent an unusual degree of consensus as to the direction this program should take in Orange County. The program, as of June, 1991, has passed over to the newly created Orange County Transportation Authority as the designated CMP Agency. The Technical Advisory Committee/Policy Task Force structure remains.

A key to the Program is the designation of the CMP Highway System in Orange County. Essentially, it consists of the State Highways (including the entire freeway system) and "principal" highways, defined primarily as Superstreets: routes on the County's Master Plan of Arterial Highways which provide major subregional traffic connections. For Yorba Linda, the City's transportation system is greatly influenced by the impacts of State Highway 90 (the Imperial Highway-Nixon Freeway) which bisects the City, and the Riverside Freeway (SR-91) located along the southern boundary of the City. The Circulation Element identifies Imperial Highway as a Modified Major Arterial in the Superstreet category. This route links six cities within Orange County over a total distance of 12 miles, of which 4.2 miles are located in the City of Yorba Linda. Rose Drive is also identified as a CMP arterial. The Riverside Freeway, due to its overcrowded conditions between the Newport Freeway and Riverside County metropolitan area, creates an overspill to the City's arterial roadways as a bypass choice.

The final Congestion Management Program for Orange County contains eight components:

- Land Use Coordination - guidance for evaluating impacts of proposed development projects on the CMP Highway System and determining cost of mitigation;

- Transportation Modeling - specifications for consistent modeling approaches at the regional, subregional (Countywide) and local or subarea traffic analysis;

- Level of Service (LOS) - compliance with legislative guidance in which the LOS to be achieved is no lower than LOS "E" or the existing LOS, whichever is farthest from LOS "A". (For Yorba Linda, a number of linkages and intersections along Imperial Highway are currently below the LOS maximum threshold standard).

- Transit Service Standards - delineation of transit service standards for routing, frequency and coordination between operators;

- Transportation Demand Management (TDM) - guidance for an ordinance to achieve reductions in vehicle trips and vehicle miles traveled;

- LOS Deficiency Plans - Description of required plans for mitigating congestion on the CMP highway system if certain links or intersections are below acceptable LOS levels and cannot practicably be improved to acceptable levels;

- Capital Improvement Program - Establishment of a seven year Capital Improvement Program to assist in achieving congestion management and air quality objectives;

- Annual Monitoring and Conformance - guidelines and checklists to assist local jurisdictions and the CMP Agency in documenting compliance with the CMP and establishing eligibility for CMP funds.

The City of Yorba Linda has taken the required actions to qualify for its participation in the Program and funding distributions.

3. Regional Air Quality Planning Efforts

Although significant air quality improvements have been achieved over the past twenty years, southern California still experiences severe air pollution. The City of Yorba Linda is within the South Coast Air Basin (SoCAB), which includes Orange County and the non-desert portions of Los Angeles, Riverside and San Bernardino Counties. Air quality conditions in the SoCAB come under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The first Air Quality Management Plan (AQMP) for the SoCAB was prepared in 1979, as a response to the 1977 Federal Clean Air Act. The 1979 version of the plan is currently the only federally approved basis for the required air quality implementation plans for the region.

The region is now operating under the 1991 Air Quality Management Plan (AQMP), a recent update of the 1989 version. It calls for a number of control measures as the responsibility of local governments, collectively, to account for approximately 8% of the federally required reduction in air pollutants in the basin.

The California Air Resources Board (CARB) oversees the activities of local air quality management agencies and is responsible for incorporating air quality management plans for local air basins into a State Implementation Plan (SIP) for approval by EPA. CARB maintains air quality monitoring stations throughout the state in conjunction

with local Air Quality Management Districts. Data collected at these stations are used by the CARB to classify air basins as "attainment" or "non-attainment" with respect to each pollutant and to monitor progress in attaining air quality standards.

The purpose of the Final 1991 AQMP is to provide a comprehensive strategy to attain compliance with the State and Federal ambient air quality standards by the year 2007. The AQMP consists of three tiers of air pollution control measures to be implemented over the intervening eighteen year period. The 1991 AQMP identifies needed control measures to reduce anticipated emissions and contingency measures that will be considered in the event that a control method strategy fails to meet the expected emission reductions by the year 2007.

Each control measure contained in the AQMP must be formally adopted through the SCAQMD Rules and Regulations process or contained in jurisdictional ordinances influencing the project area. Yorba Linda is actively involved in the intergovernmental process within Orange County, as well as in the region, to craft an Air Quality Implementation program which will improve air quality without negating other important local objectives, particularly regarding economic development and fiscal viability. A major thrust of this program is to focus on flexible menus of actions which can practicably be instituted by local governments to reduce automobile trips and to reduce vehicle miles traveled where trips remain necessary. This approach will be designed to satisfy the growth management ingredients in the 1991 AQMP.

Non-compliance with the requirements of the AQMP could result in the District or EPA preempting local control and implementing measures or other control programs. The City of Yorba Linda elects to strive for reasonable progress in implementing local government responsibilities discussed in the Air Quality Management Plan.

E. Growth Management Approach

The intent of the Growth Management Element is to establish the basic policy framework in the General Plan for future implementing actions and programs. Amendments to the Growth Management Element may be required to reflect the results of the implementation process. The approach taken in this Element is to comply with Measure M requirements for a developed city, respond to the CMP requirements, and integrate the implementation requirements of the AQMP.

II. GOALS AND POLICIES

The GOALS describe desired conditions or characteristics to be achieved during the life of the General Plan. It is assumed that during the 20 year time horizon of the Plan, all vacant land capable of development will have been developed; all land deserving of permanent open space status will have been preserved by appropriate means; and that the currently developed community core area will have been revitalized.

The POLICIES state rules for making future decisions that will help to achieve the goals. They are stated in action terms. All policies will not necessarily be carried out concurrently, nor in the immediate future.

A. Growth Management/CMP

Goal 1A: An adequate transportation/circulation system that supports regional and local land uses at adopted Level of Service (LOS) standards and complies with requirements of the Countywide Traffic Improvement and Growth Management Program (Measure M).

Goal 2A: Reduced traffic congestion on the City's streets and highways through active coordination with the Congestion Management Agency to achieve transportation improvements consistent with land use planning.

Discussion Achievement of these goals is to be accomplished by policies and implementation programs which ensure that additional growth and development is supported by an adequate circulation system. The circulation system is intended to perform at the established level of service which is achieved through the applicable comprehensive phasing program, pursuant to the "Countywide Traffic Improvement and Growth Management Plan." In this process the intent is to seek an acceptable level of service within the City and adjacent territories as well. The City of Yorba Linda intends to plan proactively for the transportation improvements and increased funding for the plan, as it contains Imperial Highway which is an arterial of major regional significance. In so doing, fiscal limitations, feasible levels of transportation system improvements, and impacts of regional traffic outside of the City's control will be taken into consideration.

Traffic Level of Service

Policy 1.1 All feasible mitigation measures shall be designated to achieve the target standard LOS D unless it can be demonstrated that the unacceptable level of service is a direct result of regional traffic.

Policy 1.2 Each signalized intersection that has been improved to its maximum feasible configuration and still does not meet the target level of service shall be placed on the deficient intersection list.

Policy 1.3 Allow adjustment of stated requirements if necessitated by unusual or extraordinary circumstances including, but not limited to, such conditions as an arterial highway temporarily accommodating traffic usually carried by a freeway while freeway improvements are being constructed.

Policy 1.4 Measure Traffic LOS using the current guidance regarding traffic level of service policy implementation manual established by the Local Transportation Authority.

Policy 1.5 Permit the stated requirements to be adjusted if required by unusual circumstances (such as during highway improvement construction).

Development Mitigation and Phasing

Policy 2.1 Require completion of improvements to mitigate impacts of development projects to achieve Traffic LOS standards prescribed in this Element.

Policy 2.2 All new development shall be required to participate in the City's Transportation Fee Program(s). These fee programs shall be designed to ensure that all development projects fund their pro rata share of the necessary long-term transportation improvements identified in the Circulation Element of the General Plan or the Circulation Technical Report.

Policy 2.3 Require all new development to pay its share of the costs associated with that project, including regional traffic mitigation.

Policy 2.4 Where a new development project contributes measurable traffic, require that the necessary improvements to transportation facilities are constructed and completed pursuant to the following conditions:

- Within three years of the issuance of a building permit for project; or,
- Within five years of the issuance of a grading permit for the development project, whichever comes first.

The City may establish a Level of Service "D" or the existing LOS as the mitigated LOS goal standard for intersections solely under the control of the City.

Policy 2.5 The City may determine that any project which has complied with Policy 2.4 by funding a specific transportation improvement project, shall be given credit for the fees required as part of the transportation fee programs as established in Policy 2.2.

Policy 2.6 Those intersections on the deficient intersection list shall be exempted from the requirements of Policy 2.4.

Policy 2.7 In any case where 10% or more of the traffic using an intersection is generated by a project or where it contributes measurably to a Deficient Intersection, the City that is impacted may negotiate the requirement of a fee, as provided by the County Implementation Program.

Policy 2.8 Review and evaluate existing traffic mitigation fees and develop new fees, if necessary, to fund the improvements identified in the Circulation Element of the General Plan or its Technical Report (Chapter 3 of the EIR Technical Appendices) in cooperation with other jurisdictions.

Policy 2.9 Prohibit the use of Measure M tax revenues to replace private developer funds which have been committed for normal project or subdivision obligations.

Policy 2.10 Phase development in accordance with the Comprehensive Phasing Program adopted by the City, which shall provide an overall build-out land use development plan which can be supported by implementation of the planned circulation system.

Policy 2.11 Periodically evaluate programs designed to mitigate development impacts and the phasing of development and feasible transportation improvements.

Land Use and Program Administration

Policy 3.1 Recognizing the particular constraints of existing physical development characteristics in Yorba Linda, strive towards an achievement of balanced land use, whereby residential, non-residential and public land uses have a reasonable proportion to each other.

Policy 3.2 Require continuation of the annual monitoring and reporting process to document compliance with the policies of this Element.

Policy 3.3 Maintain a Seven Year Capital Improvement Program to meet and maintain the adopted traffic Level of Service standards.

Regional Coordination

Policy 4.1 Identify and promote Measure M priorities of importance to the City of Yorba Linda both within and outside the City.

Policy 4.2 Cooperate with nearby cities and the County of Orange which share transportation improvements of mutual interest and priority.

Policy 4.3 Participate in Interjurisdictional Planning Forums at the GMA level.

Policy 4.4 To the maximum extent possible, integrate Congestion Management Program and Measure M Growth Management requirements into a single set of development incentives/guidelines/regulations.

B. Air Quality

Goal 1B: To contribute to improved air quality in the South Coast Air Basin in support of the South Coast Air Quality Management Plan.

Discussion: The City recognizes that air quality must be improved. Yorba Linda is a very small part of the urban complex that accounts for the serious pollutant levels within the South Coast Air Basin. Improved air quality requires a coordinated approach between local governments and between local/regional agencies. The City will achieve as much as it can to reduce emissions levels, given the land use, transportation and economic constraints under which it must operate. This will be accomplished through its policy and regulatory powers to implement workable measures which address air quality impacts of both existing and proposed development.

Policy 1.1 Participate with the County and other cities in Orange County to coordinate air quality implementation on a countywide basis.

Policy 1.2 Stimulate mixed uses in the Community Core area and key opportunity areas to contribute to reduced vehicle trips.

Policy 1.3 Develop a package of measures which will achieve maximum reduction in vehicle trips and vehicle miles traveled that is practical in light of the percentage of the City that is built-out.

Policy 1.4 Cooperate with Orange County jurisdictions in establishing various strategies which may include parking management, auto free zones, and additional growth management mechanisms which clearly bring cost effective emissions reductions.

Policy 1.5 Seek greater efficiency in the City's transportation system through the modified Superstreet program and the bus system.

Goal 2B: Reduce air pollutant emissions associated with development projects.

Discussion: New developments have the opportunity to incorporate pollutant control measures into project design. By conditioning projects to address air quality measures, the City can contribute to future pollutant reduction targets at reasonable economic costs.

Policy 2.1 Integrate Air Quality considerations into the City's land use regulatory system and project application and standard conditions.

Policy 2.2 Provide incentives for mixed-use projects and exceptional design features contributing to emissions reduction.

Policy 2.3 Give visibility and acknowledgement to projects which reflect sound air quality improvement features.

III. IMPLEMENTATION PROGRAMS

A. Measure M and CMP

1. ESTABLISH A DEVELOPMENT MITIGATION PROGRAM by June 30, 1993 to ensure that new development: 1) pays its share of costs for feasible transportation improvement projects; and 2) funds all feasible transportation improvement projects necessary to achieve an acceptable level of service in cases where the development contributes one percent or more to the critical movement at an intersection, which causes that intersection to exceed the target level of service.

2. INTER-JURISDICTIONAL PLANNING FORUMS AND BASE FEES. Participate with adjacent jurisdictions in determining a minimally acceptable impact fee level for that GMA.

3. COMPREHENSIVE PHASING PLAN. Establish a Comprehensive Phasing Plan by June 30, 1993 which assures that feasible transportation improvements are added as development occurs so that they are in balance with demand. The adopted Comprehensive Phasing Plan will ensure that feasible transportation improvements are funded as development occurs.

4. PERFORMANCE MONITORING PROGRAM. Establish a Performance Monitoring Program by June 30, 1993 to: 1) evaluate compliance with approved development phasing allocations; 2) ensure and document that feasible transportation improvements are actually provided; 3) evaluate whether the development mitigation program is providing adequate funding for feasible transportation improvements and other mitigation measures; 4) evaluate the maintenance of transportation service levels through an annual traffic report based on data no more than three months old; and 5) identify corrective action to be initiated if service level deficiencies are indicated. Traffic reports shall not use counts during the time periods of June through August and November 15 through January 5.

5. PROGRAM SUPPORT. Include in the Fiscal Year 1992-93 and subsequent budget packages any measures and associated costs deemed necessary to further the goals and policies of this Element including, but not limited to: 1) participation in the Interjurisdictional Planning Forums; 2) maintenance of the Seven-Year Capital Improvement Program; and 3) adoption or updating of the City's TDM Ordinance.

6. DEVELOPMENT REVIEW PROCESS. Incorporate Measure M criteria and procedures into the City's development project review process.

7. PRIORITIES. Prepare a priority list of transportation improvement projects from the City's standpoint and promote these priorities with local GMAs, the Transportation Corridor Agencies, the County of Orange, the Regional Advisory and Planning Council, the Orange County Transportation Authority and other agencies with facility or funding responsibilities.

8. AGREEMENTS. Prepare any subsequent, legally valid Traffic Improvement/Public Facilities Development Agreements which implement this Element in such a way as to be consistent with this Element and its implementing ordinances, plans, programs and actions.

B. Air Quality

1. AIR QUALITY MEASURES. Review measures in the AQMP which would best work for the City of Yorba Linda. In addition:

- Revise the Zoning Code to allow for mixed uses in selected areas.
- Review and revise the City's Zoning regulations, related ordinances and application forms to incorporate air quality related measures based on conclusions from the Countywide Air Quality Implementation Program.
- Review the City's Growth Management Element for possible expansion to cover additional air quality considerations upon the conclusion of the Countywide Air Quality Implementation Program.
- Participate in the Imperial Highway Modified Superstreet Program. Require bus turnouts in new development as appropriate along designated bus routes.
- Develop a system of incentives for responsiveness to air quality measures.
- Include a specific section in staff reports for air quality responsiveness.

C. Measure M and Air Quality

1. ADDITIONAL IMPLEMENTATION. Initiate any additional implementing measures or actions deemed necessary by the City to further the goals of this Element.

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APPENDIX ONE

OPPORTUNITY AREAS PREFERRED ALTERNATIVE

COMMUNITY CORE/DOWNTOWN HISTORICAL DISTRICT

The Community Core/Downtown Historical District Opportunity Area(s) will be treated as a unique designation within the General Plan. The entire 141.6 acres will be designated Area Plan A Specific Plan will be required as a condition of the Area plan designation of the General Plan. The specific land uses, residential densities, permitted uses, design considerations, standards and guidelines, and circulation improvements for the Community Core will be established by the Specific Plan. The Specific Plan will contain requirements and conditions to resolve potential conflicts between the Community Core land uses and residential uses adjacent to, and internal within, the Community Core. Within the Community Core designation, there are three (3) subareas for which specific policies and implementation measures apply, which will be expanded in the specific plan prepared to implement the General Plan. These subareas include the Downtown Historical District, Community Commercial District, and Core Residential District, summarized as follows:

Downtown Historical District

This 24 acre area is intended for "downtown" commercial and office uses as the primary land use focus. The existing scattered residential units along Lakeview Avenue and Valencia Street are considered transitional uses for ultimate conversion to commercial/office or high density residential uses. A maximum of 40% of the land area in the "downtown" could be permitted as higher density residential (10 DU/AC), with bonus densities up to 15 DU/AC for compliance with recommended design and theme guidelines. The residential uses support the daytime/evening/weekend intent of the area. This provides opportunity for approximately 150 "affordable" dwelling units in the Historic Downtown area, primarily developed above the ground floor uses or as "row-house" development.

Community Commercial District

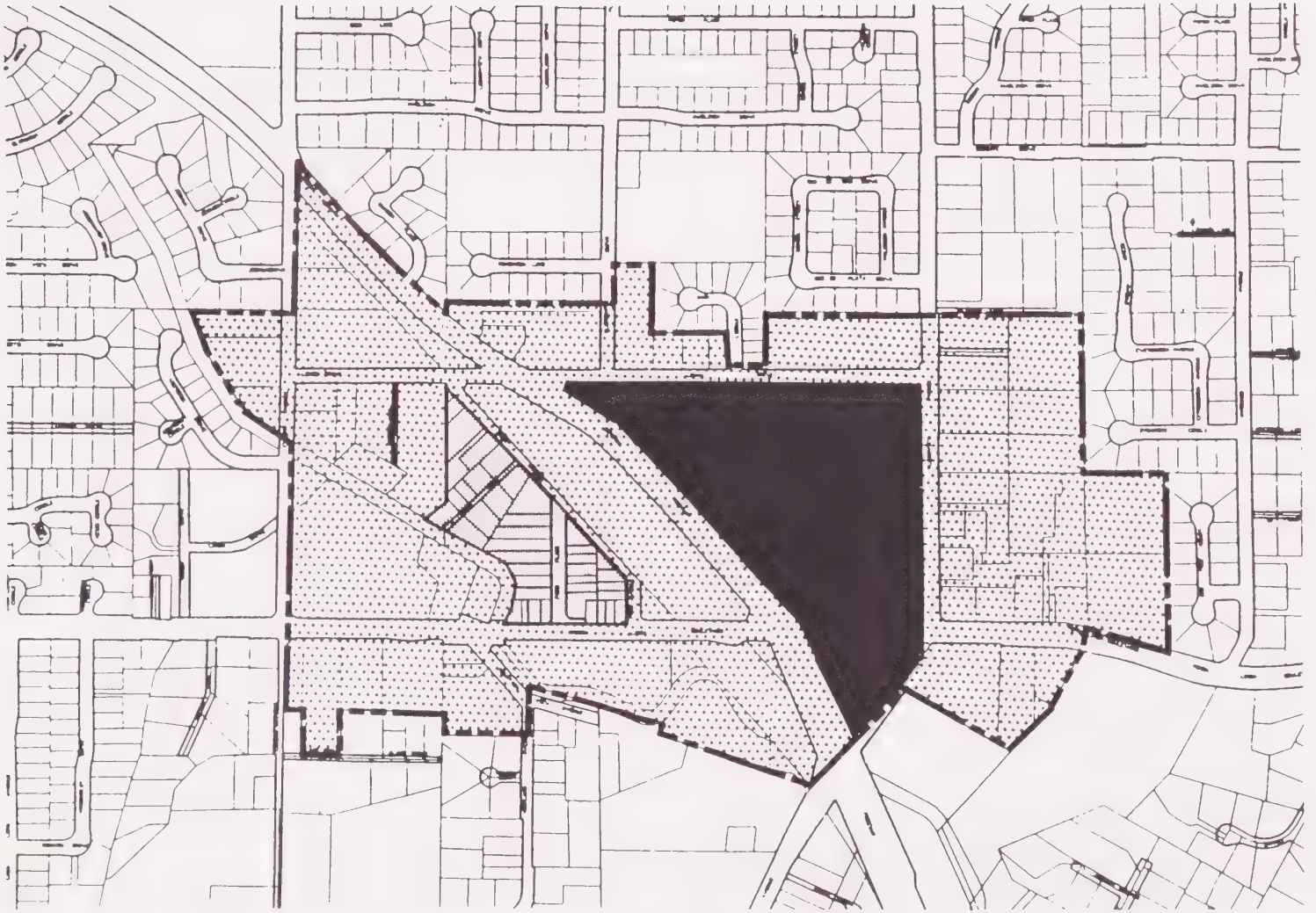
The Community Commercial District consists of 108 acres and is intended for commercial, office, existing and proposed high density residential, and public uses which are peripheral to the Downtown Historical District. Uses in this area will encompass strip commercial centers, support retail and service uses, the Nixon Library and Birthplace, visitor serving uses, public and quasi-public uses, high density residential, and office uses. A maximum of 15% of the land area could be permitted for higher intensity residential development, for a potential of 243 dwelling units. The 198 unit Senior Citizen housing development is also included in this subarea over and above the permitted dwelling unit count for a total of 441 dwelling units. The existing scattered residential units are intended for conversion to permitted uses in the Community Commercial District.

Core Residential District

The 9.6 acre Core Residential District consists of the Park Avenue/Park Place residential neighborhood. The primary use intended for this area is residential at existing densities up to 4.0 DU/AC. A portion of the Core Residential area may be developed at higher densities with adherence to historical theme guidelines. Significant historical structures will be required to be preserved for residential uses in this subarea.

The preferred alternative envisions enhanced development in the Commercial Core/Downtown Historical District. A pedestrian orientation will be established through promotion of concentrated commercial and office uses and adoption of streetscape/landscape design guidelines. A combination of resident serving uses and activity draw uses, which perform well fiscally, will be promoted. Higher density residential uses, including townhomes and other quality attached single family products will be allowed, based on the fiscal analysis, to support daytime, evening and weekend activity to the area. Active pursuit of lot consolidation opportunities, comprehensive infill development and intensification of underutilized parcels will be undertaken to create a cohesive Community Core. Redevelopment Agency activities in the Community Core area will be utilized to support lot consolidation and infill opportunities, facade improvements and revitalization of structures. The Redevelopment Area boundary actually extends beyond the Community Core Area Plan designation.

An advisory theme will be established in conjunction with the design guidelines to enhance the pedestrian opportunities and cohesiveness in the area. The advisory theme is not a condition for development approval, but a recommended element for cohesive development in the area. Specific structures identified as historically significant shall be retained and targeted for rehabilitation and adaptive reuse, on an individual basis, particularly in the Historical Downtown and the Core Residential subareas. The eligibility of the Downtown Historical District for registry as a historic district will continue to play a role in the establishment of a historic advisory theme. The identified structures will be used as focal points emphasizing the historical theme. Circulation improvements will be required to promote pedestrian circulation and tie the public uses to the commercial and residential uses, as well as improve parking availability and access into the area.



OPPORTUNITY AREA A
Community Core

Preferred Plan

- Community Commercial
- Core Residential
- Downtown Historical District

The City of
YORBA LINDA

THE PLANNING CENTER

SHELL PROPERTY

The Shell Property is recommended for annexation into the City of Yorba Linda. The Shell property is designated as Area Plan. The Shell Area Plan designation permits the development of 919 residential units, based on gross acreage, at densities ranging between 1.0 to 10.0 dwelling uses per acre, with an overall density of 1.0 dwelling unit per gross acre. A combination of very low density single family detached, single family detached, single family attached, and attached multiple family residential uses may be provided within this designation. The higher density uses will be located in the western portion of the site with density reduction occurring in an easterly direction. The 20 acres of land designated Medium Low Density Residential currently within the City limits will be redesignated Area Plan. The overall density is predicated on: surrounding the existing land use designation of Low Density Residential (1.0 DU/AC) on the site, land use designations and densities; engineered roadway alignments and the proposed extension of Bastanchury Avenue; the existing conditions and site analysis conducted for the Shell Property Specific Plan project; preliminary development concepts for the Shell Property Specific Plan; site topography and market analysis. The General Plan will require a Specific Plan be prepared for the Opportunity Area, with PC zoning, to implement the General Plan designation and provide comprehensive planning for the project area. The Specific Plan will provide more focused development scenarios within the General Plan Land use designation of Area Plan.

The Specific Plan may involve location of a commercial component on the Shell Property. The PC zoning will allow for the commercial component, although the General Plan may require amendment when the specific location and acreage is finalized. Bastanchury Road will be extended, as will Lakeview Avenue. An east-west arterial will transect the property and serve as the primary project circulation route. Open space and parkland will be provided on-site, as well as the potential for educational facility sites. A theoretical maximum of 919 dwelling units, based on gross acreage, would be permitted by this alternative. The actual number of dwelling units may differ based on grading, lot siting and detailed engineering analysis.

COMMUNITY COLLEGE

The preferred alternative for the 195 acre (includes the 5 acre portion of unincorporated County along the northern edge of the site) Community College Opportunity Area is to maintain the current General Plan designations of Open Space on 135 acres, Medium Density Residential on 46.5 acres and Low Density Residential on 8.5 acres, as well as the inclusion of a 5 acre piece of Unincorporated County land to be maintained as Open Space. The status quo will allow the property to be developed according to the North Orange County Community College District's current Master Plan, or the modified Study 1 Bastanchury Road Alignment version of the Master Plan, which includes 135 dwelling units. In the event that the Community College District does not implement the Campus Expansion Master Plan and determines an alternate land use plan for the property which is not permitted under the proposed General Plan designations, a General Plan Amendment will be required. Residential development of up to 149 dwelling units is a permitted use under the Preferred General Plan alternative for this area, as well as public, recreational and

open space uses, should the Community College District not implement the proposed Campus Expansion Master Plan. Access would be derived from the extension of Bastanchury Road, as well as the existing access from Fairmont Boulevard.

MURDOCK PROPERTY

The preferred alternative for the Murdock Property and the six associated northern sphere of influence properties is annexation of the 630 acre area, as well as the 547 acre City owned parcel, into the City of Yorba Linda as a low density residential and golf course development. One or more specific plans, comprised of all eight properties, or compatible combinations of property owners, will be required to implement the General Plan and provide for comprehensive development of the golf course facility and the circulation system. The seven properties totalling 630 acres will be redesignated Area Plan. The 547 acres of City owned property will continue to be designated as Open Space for development of the proposed golf course. A potential of 630 dwelling units are permitted within the Area Plan designation with an average overall density of 1.0 DU/AC over the entire 630 acre Area Plan development area. Residential uses will be clustered for provision of open space and recreation/golf course facilities, and in response to the topography of the property. Circulation improvements to San Antonio Road and Via de la Agua Road will be required. To support the General Plan and the requirement for the property to be developed according to a Specific Plan(s), the property designated as Area Plan shall be prezoned during annexation to the zoning designation of PRD.

CITY HALL AND COMMUNITY CENTER

The preferred alternative establishes a new designation for the 54.2 acre area. The entire area will be redesignated as Area Plan. A specific plan or master plan will be required to implement the General Plan designation, which permits any public or quasi-public use, recreation, open space or commercial recreation. This designation conserves the options for public use of the current City Hall site and supports the public ownership of the site in the circumstance of relocation of the City Center facilities to the Community Core. At the present time, the City has adopted this site as the location for the Community Center. Under the Area Plan designation, the development of the proposed Community Center Master Plan can be achieved, including the development and expansion of Hurliss Barton Park for active recreation uses. Such uses include a planned Community/Recreation/Senior Center, outdoor plaza, tot lot, and other public facility improvements. A trail system would link City Hall and the junior high school to the El Camino Trail, as well as connections through the park to the El Camino Trail. The existing El Cajon trail system will be realigned. Parking would be provided on the park site, with up to 387 spaces provided. Access improvements will be made for primary access from Casa Loma Avenue, with limited secondary access from Imperial Highway. Appropriate rezoning to Public will be instituted.

SABA PROPERTY

The preferred alternative involves improvement of the 57 acre site, of which 24 acres are suited to development, as a regional-serving mixed-use development such as a regional retail commercial complex or a destination-oriented resort/hotel facility. The property will be developed according to the most intensive uses permitted under the General Plan designation of General Commercial, with a Planned Commercial zoning classification. For a regional-serving, destination-oriented use, major freeway access improvements will be required.

YORBA LINDA LAKEBED SITE

The preferred alternative maintains the site primarily as natural open space. The 82 acre site will remain under the General Plan designation of Open Space. A Master Plan, jointly developed by the Orange County Flood Control District and the City of Yorba Linda, will be recommended by the General Plan. Specific uses will be determined as part of the Master Plan process. Under the Master Plan, responsibility for flood control, safety and fire safety measures are designated. The City may be required to obtain an easement from the Orange County Flood Control District for improvements. The alternative envisions improved equestrian trails to meet City standards A pedestrian hiking trail system will be established which is separated from the equestrian system. Passive recreation facilities are provided according to the Master Plan, such as benches, water fountains and trash facilities for hiking and picnicking activities. A public access route and semi-improved parking facilities provided, such as a graded dirt or gravel lot.

YORBA LINDA COUNTRY CLUB COUNTY ISLAND

The preferred alternative involves annexation of the 249-acre County Island to the City of Yorba Linda. The residents of the County Island will be educated as to the benefits and responsibilities of annexation into the City. Public services and emergency services will be provided by the City to this area. Placentia Yorba Unified School District will continue educational service to the area. The property will be pre-zoned through the annexation process consistent with current General Plan designations. The only changes to the area will be improvements on a lot by lot basis to bring properties into conformance with the City's design and development standards. The existing 379 dwelling units will remain in their current configuration, and additional dwelling units are not proposed.

FAIRLYNN UNINCORPORATED COUNTY

The preferred alternative involves annexation of the Unincorporated County property within the sphere of influence into the City of Yorba Linda. Incorporation activities will be undertaken by the City on the condition that physical improvements in the area be brought to City standards prior to annexation. The residents will be educated as to the requirements, benefits and conditions of annexation prior to finalization of the decision for incorporation. The City will provide public services and emergency services to the area. The area will remain in the Placentia Yorba School District, and educational services will not change. The City will have control over design and development standards when the area is annexed into its jurisdiction. The City will pre-zone the property during the annexation process in a manner compatible with the existing General Plan land use designations. The existing 644 dwelling units will remain in their current configuration, and no additional dwelling units are proposed.

DOWNTOWN HISTORICAL DISTRICT

BACKGROUND

1. Location

The Downtown Historical District consists of 24 acres. For purposes of the General Plan Program, this area is considered an important component of the Community Core opportunity area. The area is primarily developed in a modified grid pattern, with the majority of commercial development located on Main Street. The Downtown Historical District is located to the northeast of the intersection of Yorba Linda Boulevard and Imperial Highway, bounded by Yorba Linda Boulevard to the south, Imperial Highway to the west, Lakeview Avenue to the east, and Lemon Street to the north.

2. Setting

The Downtown Historical District is the City's original downtown with historical character and structures. Uses within this area consist of mixed commercial and service uses, religious institutions, single family residential, the Yorba Linda Public Library, and scattered office uses. There are a number of vacant parcels and parcels which can be considered underutilized. The Downtown Historic District is eligible for listing on the National Register of Historic Places. However, only a small number of structures within the district are actually considered to be of historical significance.

3. Access

The Downtown Historic District derives its access primarily from Imperial Highway, with secondary access from Yorba Linda Boulevard, Lakeview Avenue and Lemon Drive. Parking in the area is primarily on-street for non-residential uses. The number of north/south interior streets within the area detract from its cohesive potential as a pedestrian oriented area.

4. Existing Land Use Designations

The Yorba Linda General Plan identifies the Downtown Historic District as General Commercial. The Zoning Code identifies the site as General Commercial with a Town Center Overlay.

LAND USE ALTERNATIVES

1. Low Intensity Alternative - Status Quo

The Low Intensity Alternative would implement the City's existing General Plan Designation of General Commercial for the site. The current mix of commercial, single family residential, scattered small office uses, religious uses and underutilized parcels will remain. Infill will

occur only as individual market interests dictate, on a parcel by parcel basis. The City's current involvement in redevelopment activities will continue, yet additional acquisition of property and a more proactive use of redevelopment powers will not be undertaken. The area's potential for registry as a Historic District will be considered to preserve those areas in their current status and stimulate building rehabilitation.

2. Medium Intensity Alternative - Enhanced Development

The Medium Intensity Alternative will enhance development in the Downtown Historical District. A pedestrian orientation will be established through promotion of specialty commercial uses and adoption of streetscape/landscape design guidelines. Higher density residential uses, including townhomes and other quality attached single family products will be allowed. Active pursuit of lot consolidation opportunities and intensification of underutilized parcels will be undertaken. An advisory theme will be established in conjunction with the design guidelines to create a historic cohesiveness in the area. Historical structures will be retained and focused for rehabilitation and adaptive reuse on an individual basis. The advisory theme is not a condition for development approval, but a recommended element for cohesive development in the area. The Redevelopment Agency activities in the area will be utilized to support lot consolidation and infill opportunities, facade improvements and revitalization of structures. Circulation improvements and some degree of re-design will be required to promote pedestrian circulation and bring cohesiveness to the area.

3. High Intensity Alternative - Intensified Activity Center

The High Intensity Alternative envisions an intensified activity center for the Downtown Historic District. The District will become a distinctive "destination" area attractive to tourists as well as City residents. The area will be revitalized with a strong pedestrian orientation. The existing mix of land uses will be intensified through lot consolidation, redevelopment of underutilized parcels and replacement of low density housing with higher density residential uses. Major circulation redesign would be required to establish entry into the area as a distinct destination oriented activity center. Mixed use vertical development of commercial, retail, office and high density residential will be promoted, as well as commercial uses which support tourism related activities. Mandatory theme compliance will be required for development approval in order to promote a cohesive Downtown Historic District. Design Guidelines for architecture, landscape, and streetscape will be established. Structures identified as historically significant will be retained and may be considered for adaptive reuse. In addition, these structures will be used as focal points emphasizing the theme. All other structures will be considered potential candidates for redevelopment activity. Redevelopment Agency powers will be utilized, when necessary.

CYL-01\OP-DHD

COMMUNITY CORE

BACKGROUND

1. Location

The Community Core consists of 131.6 acres. The area is primarily developed and built out, however, there are several vacant and partially vacant parcels located with the Community Core boundary. The Community Core area encompasses the following area: properties north of Lemon Drive and east of Lakeview Avenue; properties bounded to the west by Eureka Avenue between Imperial Highway to the north and Blair Drive and the canal to the south. The Downtown Historical District is included within the Community Core, bounded by Imperial Highway to the west, Lakeview Avenue to the east, Lemon Drive to the north, and Yorba Linda Boulevard to the south.

2. Setting

The Community Core encompasses the Downtown Historical District and peripheral properties which bring a community character to the core area. Peripheral properties include: the Nixon Library and associated grounds; the Post Office; the Yorba Linda Public Library; the Park Avenue residential neighborhood; senior citizen housing; residential uses south of Yorba Linda Boulevard; commercial/retail centers to the east and south of the Downtown Historical District, and to the north and south of Imperial Highway; and scattered office uses. There are a number of vacant parcels and parcels which can be considered underutilized, on which a single residential unit may be located surrounded by agricultural or vacant land. The Park Avenue /Park Place residential neighborhood is eligible for registration as a National Historic District. Scattered non-residential structures in the Downtown Historic District and the Nixon Library are also considered to be of historical significance.

The City has retained a consultant to prepare a Master Plan study for the downtown area. The project boundaries of the study fall within the Community Core area, and include the entire Downtown Historical District and peripheral properties. However, the Master Plan project boundaries do not include properties south of Yorba Linda Boulevard, nor properties to the east of Lakeview Avenue. Refer to the attached exhibit for boundary identification.

3. Access

The Community Core derives its access primarily from Imperial Highway and Yorba Linda Boulevard, as well as Lakeview Avenue, Lemon Drive and Eureka Avenue. Imperial Highway is proposed as a six-lane superstreet. Parking is provided either on-street or in paved parking lots associated with strip commercial development and commercial centers. The area is not cohesive in terms of pedestrian orientation, and is dependent on vehicular movement for access. There is no distinct "entry" into the Commercial Core area to mark it as a community focal point.

4. Existing Land Use Designations

The remaining land uses are designated by the General Plan as General Commercial, Office Commercial, Medium High Residential, and Medium Low Residential. The Zoning Code further designates several Public zones within the Community Core, and Town Center and Senior Citizen overlays over General Commercial base zones. The Yorba Linda General Plan identifies the Downtown Historic District within the Community Core as General Commercial. The Zoning Code identifies the Downtown Historic District as General Commercial with a Town Center Overlay.

LAND USE ALTERNATIVES

1. Low Intensity Alternative - Status Quo

The Low Intensity Alternative will implement the City's existing General Plan designations of General Commercial, Medium Low and Medium High Density Residential, and Office Commercial for the site. The current mix of commercial, single family residential, public/institutional, office uses, multiple family senior housing, religious institution and vacant and/or underutilized parcels will remain. Infill will occur only as individual market interests dictate, on a parcel by parcel basis. The City's current involvement in Redevelopment activities will continue, yet additional acquisition of property and more proactive use of redevelopment powers will not be undertaken. The Downtown Historic District and the Park Avenue neighborhood area's potential for registry as a Historic District will be considered to preserve those areas in their current status and stimulate building rehabilitation.

2. Medium Intensity Alternative - Enhanced Development

The Medium Intensity Alternative will enhance development in the Commercial Core District. A pedestrian orientation will be established through promotion of concentrated commercial uses and adoption of streetscape/landscape design guidelines. A combination of resident serving uses and activity draw uses, which perform well fiscally, will be promoted. Higher density residential uses, including townhomes and other quality attached single family products will be allowed. Active pursuit of lot consolidation opportunities, comprehensive infill development and intensification of underutilized parcels will be undertaken to create a cohesive Community Core. An advisory theme will be established in conjunction with the design guidelines to enhance the pedestrian opportunities and cohesiveness in the area. The advisory theme is not a condition for development approval, but a recommended element for cohesive development in the area. The Redevelopment Agency activities in the area will be utilized to support lot consolidation and infill opportunities, facade improvements and revitalization of structures. Circulation improvements will be required to promote pedestrian circulation and tie the public uses to the commercial and residential uses, as well as improve parking availability and access into the area. Historical structures shall be targeted for rehabilitation and adaptive reuse, on an individual basis. The eligibility of the Town Historic District for registry as a historic district will continue to play a role in the establishment of a historic advisory theme.

3. High Intensity Alternative - Intensified Unified Center

Under the High Intensity Development Alternative, the City will develop a number of proactive programs to intensify the Community Core. Intensification includes promotion of tourist attracting uses and linkage of the Nixon Library and Downtown Historic District through a redesigned circulation system, including extensive pedestrian improvements. Access to the Community Core, as well as parking availability, will be improved through circulation system redesign. Attraction of revenue generating mixed-use concepts is fundamental to this alternative, including high end commercial uses, and entertainment related uses which provide daytime, evening, and weekend activity. New high density residential and intensification of existing residential areas will provide increased buying power. Underutilized and vacant parcels are developed through proactive Redevelopment Agency involvement. Development potential will be intensified by redesignation of General Plan Land use categories. A mandatory theme is established by the adoption of Design Guidelines and Development Standards for the area. The Downtown Historical Districts potential for registry as a Historic District may influence the establishment of a mandatory theme. Parking opportunities are enhanced through the application of the Development Standards or redevelopment activities. Only structures designated as historically significant and eligible for National Historic Register will be required to remain.

NORTH ORANGE COUNTY COMMUNITY COLLEGE DISTRICT PROPERTY

BACKGROUND

1. Location

The North Orange County Community College District Property consists of 190 acres. The site is located north of Yorba Linda Boulevard and west of Fairmont Boulevard. A thin "finger" of the property extends south of the western edge of the property. Unincorporated Orange County lies directly north of the site.

2. Setting

The property has varied terrain with elevations ranging from 520 feet to approximately 790 feet above sea level. The northeasterly and westerly portions of the site are higher and more rugged. The Whittier Fault Zone extends north of the project site in a northwest to southeast direction. Most of the project site is currently vacant. Fifteen acres of campus facilities are currently developed on the southeastern portion of the property. The Yorba Linda County Water District, Orange County Water District, Metropolitan Water District and the Southern California Edison Company all have utility easements over the property.

3. Access

Access is provided by Fairmont Boulevard. The planned extension of Bastanchury Road will transect the property and provide additional access at some future date.

4. Existing Land Use Designations

The current Yorba Linda General Plan designates 135 acres of the project site as Open Space, 8.5 acres as Low Density Residential (1.0 DU/AC), and 46.5 acres as Medium Density Residential (3.0 DU/AC). The zoning ordinance designates 143.5 acres as Public, with 46.5 zoned as Medium Density (3.0 DU/AC). The College District has its own currently adopted plan for the property that calls for the following land uses:

Land Uses	Acres
Existing Campus	15
Campus Expansion	20
Equestrian Center	25
Sports Complex	35
Auditorium	5
Outdoor Assembly	5
Nature Center	10
Residential	45
Undefined	30
Total	**190**

In 1989, the City approved an alignment of the extension of Bastanchury Road through the Community College site. The approved extension of Bastanchury Road will intrude on a number of facilities proposed by the adopted Master Plan, including the sports complex and existing campus facilities and structures. The campus facilities which are impacted are considered by the Community College District Board as mainstream uses of the property. It is their intent to protect mainstream uses from intrusion.

In response to the proposed roadway extension, the North Orange County Community College District worked with BSI Engineering and Brighton Homes on a study of three alternative realignment routes for Bastanchury Road. The Board favors a more northerly route termed Study 1, which impacts several of the proposed Master Plan uses on the site, yet does not intrude on any existing or proposed buildings. The Study 1 alignment would impact the Nature Center, Sports Complex and Equestrian Center areas designated by the Master Plan.

The Community College District Board intends to request that the City rescind the "original Bastanchury Road alignment of 1989" and adopt the northerly alignment termed Study 1. City approval of the Study 1 Realignment will require modification of the adopted Master Plan areas which are impacted by the realignment. The modification of acreage and/or elimination of the Nature Center, Sports Complex and Equestrian Center has the potential to increase intensity of the site.

LAND USE ALTERNATIVES

1. Medium Intensity Alternative - Three Dwelling Units Per Acre With Campus Expansion

The Medium Intensity Alternative would implement the College District's currently adopted Master Plan for the project site. A total of 135 dwelling units could potentially be developed. Modifications to the Master Site Plan would be required to respond to the impact of the City's adopted Bastanchury Road alignment. Modifications include re-design of the proposed 20 acre campus expansion as well as re-design and re-construction of the existing educational structures. Modifications of the Sports Complex portion of the Plan will also be required. The residential component of a Master Plan is not impacted by the extension of Bastanchury Road.

Dwelling Units	Population	Parkland	Student Generation
135	417	1.25 acres	31 K-8 22 9-12

2. Medium Intensity Alternative - Bastanchury Road "Study 1" Alignment

This alternative involves City adoption of the Study 1 Alignment of Bastanchury Road and modification of the current Master Plan to respond to the more northerly route. The planned recreation facilities including the Nature Center, Sports Complex and Equestrian Center will be impacted. The acreage allocations for these areas will be reduced, or eliminated. The residential, auditorium, outdoor assembly and campus components will not be altered in this alternative. This alternative involves the most extensive expansion of the campus educational facilities and structures. A total of 135 dwelling units will be developed.

Dwelling Units	Population	Parkland	Student Generation
135	417	1.25 acres	31 K-8 22 9-12

3. High Intensity Alternative - General Plan Buildout

The High Intensity alternative implements the current General Plan land use designations of Medium Density Residential of 3.0 DU/AC on 46.5 acres, Low Density Residential of 1.0 DU/AC on 8.5 acres, and Open Space at 1.0 DU/5 AC on the remaining 135 acres. A total of 175 dwelling units could potentially be developed. The extension of Bastanchury Road will be developed in accordance with the 1989 approved alignment. The property would be zoned for Medium Density Residential and Ranchette Development. Park land will be required on-site.

Dwelling Units	Population	Parkland	Student Generation
175	540	1.6 acres	39 K-8 28 9-12

CYL-01\OC-CS

SHELL PROPERTY PROFILE

BACKGROUND

1. Location

The Shell property includes 895 acres that is located near the northwestern sector of Yorba Linda. A total of 20 acres is within Yorba Linda's City Boundaries. The remaining 875 acres are located within unincorporated Orange County. The site is generally bounded by Carbon Canyon Dam to the west, undeveloped hillsides to the east, the Diemer Plant and Carbon Canyon Road to the north and Bastanchury Road to the south.

2. Setting

The site has varied terrain ranging from relatively flat in the southwestern area of the site to very steep along the northern and eastern areas. Topographical elevations range from 475 feet to 895 feet. Most of the site has been previously disturbed. Several dirt roads as well as active and inactive oil wells are scattered throughout the area. Due to the location of the most active oil wells, a phased build-out will be necessary in order to close out oil operations in the most efficient manner. This phased approach may impact the potential for golf course development.

3. Access

Site access is provided by Bastanchury Road and Valley View Avenue. The Orange County Master Plan of Arterial Highways proposes the extension of Valley View Avenue and Lakeview Avenue through the site. Brea's General Plan proposes the easterly extension of Telegraph Canyon Road north of the site. The current Yorba Linda General Plan proposes the extension of Valley View and Lakeview Avenue to the north as secondary arterials in the vicinity of the Diemer Plant to connect north to Carbon Canyon Road. Additional access may be gained via Rose Drive from the west.

4. Existing Land Use Designations

The Yorba Linda General Plan designates 20 acres of the site as Medium-Low Density Residential at 1.8 dwelling units per acre. The remaining portion of the site is designated Low Density Residential at 1.0 dwelling unit per acre. The City has not pre-zoned the property for zoning designations. Pre-zoning will take place during annexation procedures.

LAND USE ALTERNATIVES

1. Low Intensity Alternative - Average Density of 1.4 Dwelling Units Per Acre

The Lower Intensity Alternative will implement the City of Yorba Linda's existing General Plan designations. Under the Medium-Low Density designation, 36 dwelling units on 20 acres could be developed. Under the Low Density designation, 875 dwelling units on 875 acres could be developed for a total of 911 dwelling units. The property will be zoned for a specific plan with a PRD zoning designation.

Dwelling Units	Population	Parkland	Student Generation
911	2833	11.3 acres	219 K-8 137 9-12

2. Medium Intensity Alternative - Average Density of 2.4 Dwelling Units Per Acre With Limited Commercial

The Medium Intensity Alternative will involve the development of residential uses between 1.8 and 3.0 dwelling units per acre. An average density of 2.4 dwelling units per acre will generate 2,148 units. A supporting commercial component could be located on the subject property or on City owned property just to the south of Bastanchury Road. The Shell property would be designated a combination of Medium Low and Medium Density Residential by the General Plan, with PRD zoning requiring a Specific Plan.

Dwelling Units	Population	Parkland	Student Generation
2,148	6,680	26 acres	516 K-8 322 9-12

3. High Intensity Alternative - Average Density of 4.0 Dwelling Units Per Acre

The High Intensity Alternative will involve development of a variety of residential densities with an average density for the entire site of 3.5 dwelling units per acre. A combination of attached single family, multifamily and detached single family uses will be provided. Residential uses will be developed in clusters, allowing for the development of a golf course or other recreational facilities. The following numbers are calculated based on the General Plan designation of Medium High (4.0 DU/AC) dwelling units per acre. The site will require a Specific Plan with PRD zoning.

Dwelling Units	Population	Parkland	Student Generation
3580	11,133	44.5 acres	859 K-8 537 9-12

CYL-01\OC-S

MURDOCK PROPERTY

BACKGROUND

1. Location

The Murdock Property includes 277 acres located near the northeastern edge of Yorba Linda. All of the project is located within unincorporated Orange County. The site is generally bounded by a Metropolitan Water District Easement to the south, a Southern California Edison Easement to the east, and undeveloped open space to the north and west. For development potential, four adjacent sites are considered as illustrated on the attached exhibit. These include properties 19, 20 and 21 to the west, and property 14 to the east. Property 14 is under the jurisdiction of the City of Yorba Linda. The Murdock site is labeled Property 17.

2. Setting

The Murdock property site has steep terrain with elevations ranging from 665 feet to 1240 feet above sea level. Both Blue Mud Canyon and Wire Springs Canyon traverse the site in an east to west direction. The USGS Quad for this site indicates that a blue line water course traverses through both canyons requiring special consideration in site planning. An Alquist-Priolo Special Study Zone extends along the southern boundary of the property, also imposing certain planning constraints.

3. Access

The site is currently landlocked. Future access will be provided by San Antonio Road, located approximately 1/2 mile to the west, and Via De La Agua, located 700 feet to the west. Access easements or development in conjunction with adjacent properties (labeled 21, 20, and 19 on the attached exhibit) will be required.

4. Existing Land Use Designations

The General Plan designates 93 acres of the Murdock site as Low Density (1.0 DU/AC) and the balance (184 acres) as Open Space with potential for 1.0 DU/5 AC. A total of 130 dwelling units could potentially be developed. The City has not pre-zoned the site. Adjacent properties to the west are designated by the General Plan as Low Density Residential (1.0 Du/Ac) and Open Space. The City owned property to the east is designated as Open Space, with development potential of 1.0 DU/5 AC.

LAND USE ALTERNATIVES

1. Low Intensity Alternative - Average Density of 1.0 Dwelling Unit Per Acre With Open Space

The Low Intensity Alternative will implement the City's existing General Plan designation for the Murdock site. Ninety-three acres will be developed as Low Density Residential (1.0 DU/AC) and 184 acres will be open space with residential potential for 1.0 DU/5 AC. Access

improvements will be required to connect with San Antonio Road and Via de La Agua, and easements granted for access by adjacent property holders. Under this alternative, the Murdock site may be developed as an individual development, or in conjunction with adjacent properties as a Specific Plan.

Dwelling Units	Population	Parkland	Student Generation	Open Space
130	404	1.2 acres	31 K-8 20 9-12	184 acres

2. Medium Intensity Alternative - Average Density of 2.0 Dwelling Units Per Acre With Golf Course

The Medium Intensity Alternative allows development of the site at an average density of 2.0 dwelling units per acre. Residential uses will most likely be attached and detached single family uses. A total of 554 dwelling units could potentially be developed. The General Plan designation overall will be a combination of Medium Low Density Residential (1.8 DU/AC) and Medium Density Residential (3.0 DU/AC). Higher residential densities may be clustered in conjunction with the potential development of a golf course. Circulation and access improvements to San Antonio Road and Via de la Agua Road will be required. The site will be developed as part of a Specific Plan with adjacent properties, 19, 20, 21 and 14.

Dwelling Units	Population	Parkland	Student Generation
554	1,722	6.8 acres	130 K-8 82 9-12

3. High Intensity Alternative - Average Density of 4.0 Dwelling Units Per Acre With Golf Course

The High Intensity Alternative will allow development of the site at an average density of 4.0 dwelling units per acre. The overall General Plan designation will be Medium High Density 4.0 DU/AC. A combination of attached single family, multifamily and detached single family will be provided. Residential uses will be developed in clusters, with clusters of higher density residential units, allowing for construction of a golf course and other recreational amenities. A total of 1,108 dwelling units could potentially be developed on the site. Circulation improvements providing access from both San Antonio Road and Via de la Agua will be required. The development of the site will require a Specific Plan, which also covers properties 19, 20, 21 and portions of 14.

Dwelling Units	Population	Parkland	Student Generation
1,108	3,446	4.4 acres	266 K-8 166 9-12

CYL-01\OC-M

CITY HALL AND COMMUNITY CENTER PROPERTY

BACKGROUND

1. Location

The City Hall and Community Center Property consists of approximately 55.5 acres in the central western portion of Yorba Linda. The site is bounded by Imperial Highway to the north, Casa Linda Avenue to the east, Yorba Linda Boulevard to the south, and Richfield Way/Valley View to the west.

2. Setting

The City Hall and Community Center Property includes the City Hall facility, Yorba Linda Junior High School, the existing Hurless Barton Park site, a vacant parcel previously owned by Chevron north of the existing park site, and a residential property between the junior high school and the park. The residential structure recently burned down and the City recently purchased the the property. The Hurless Barton Park is completed to the Chevron property, but park facilities do not extend to Imperial Highway. The City Parks and Recreation Department has completed a site plan for the Yorba Linda Community Center which involves the purchase of the Chevron property and the residential parcel. The site plan includes the existing Hurless Barton Park facilities, three major parking lot areas for a total of 387 parking spaces, a hardscape plaza and a community center/senior center structure. The site plan proposes realigned park circulation with major access from Casa Loma Avenue, realignment of the El Cajon Trail, and covering of the El Cajon drainage channel. The City currently holds the right-of-way for the El Cajon Trail. The status of the Yorba Linda Community Center is not finalized at this time.

3. Access

Site access is potentially provided by Imperial Highway and is currently achieved via Casa Loma Avenue and Richfield Way, a short cul-de-sac off Yorba Linda Boulevard.

4. Existing Land Use Designations

The Yorba Linda General Plan designates the portion of the site including City Hall and Yorba Linda Junior High School as Medium Density (3.0 DU/AC). The portion of the site consisting of Hurless Barton Park, the residential site, and vacant land is designated as Low Density Residential (1.0 DU/AC). The portion of the property north of the El Cajon Trail is designated Medium Low Density Residential (1.8 DU/AC). The commercial parcel adjacent to City Hall, not a part of this opportunity area, is currently under construction as a Smith's Food King.

The site consists of three zone classifications. The City Hall site is zoned Medium Density (RS - 3.0 DU/AC). The zoning classification for the Junior High School is Public. North of the

junior high school to Imperial Highway the property, which includes Hurless Barton Park, is zoned Low Density Residential (RA - 1.0 DU/AC).

LAND USE ALTERNATIVES

1. Low Intensity Alternative - Status Quo

The Low Intensity Alternative will maintain the existing land uses in their current conditions. Portions of the property will remain vacant or develop per General Plan designations as market conditions dictate. Hurless Barton Park will not be extended to Imperial Highway nor will the site plan improvements be implemented. The area will remain as piecemeal development with no unification of the City Hall, school and park facilities.

2. Medium Intensity Alternative - Improve Park

The Medium Intensity Alternative involves the City's purchase of the vacant property north of the Junior High School from Chevron and the purchase of the residential property. Hurless Barton Park would be extended to Imperial Highway and this additional property developed as an active/passive recreation facility. Parking would be provided on the park site with access derived from Casa Loma Avenue. Limited facility improvements, such as restrooms, picnic tables, play fields and children's gym equipment, would be provided. Connections to El Cajon Trail for pedestrian and bike access will be developed from the park site. The El Cajon Trail may require re-routing.

3. High Intensity Alternative - Community Center

The High Intensity Alternative envisions implementation of the Yorba Linda Community Center Site Plan, including purchase of the Chevron Property and the residential property by the City, and the park developed and expanded for active recreation uses. Such uses include a planned Community/Recreation/Senior Center, outdoor plaza, tot lot, and other public facility improvements. A trail system would link City Hall and the junior high school to the El Cajon Trail, as well as connections through the park to the El Cajon Trail. The existing El Cajon trail system will be realigned. Parking would be provided on the park site, with up to 387 spaces provided. Access improvements will be made for primary access from Casa Loma Avenue, with limited secondary access from Imperial Highway.

SABA PROPERTY

BACKGROUND

1. Location

The Saba Property is located in the far easterly tip of the City, and forms the southeastern boundary of the City. Riverside County is just to the east, with the 91 Freeway forming the southern boundary. Featherly Park and open space along the Santa Ana River lie to the west and north of the property.

2. Setting

The 57-acre site is relatively flat, and a portion of the site has been disturbed. The property is currently used as a horse stable and associated structures. A riding trail follows the northern boundary of the property. The site is located adjacent to the Santa Ana River bed and is within the designated flood plain. To the east is the Green River Golf Course located in both Orange and Riverside Counties.

3. Access

Site access is presently limited to the Coal Canyon freeway exit off the 91 Freeway. La Palma Avenue, within the City currently terminates at Camino de Bryant. The existing circulation Master Plan indicates the extension of La Palma Avenue as a major arterial, yet it will not access the project site.

4. Existing Land Use Designations

The Yorba Linda General Plan designates the entire Saba Property as General Commercial. The zoning ordinance classifies the site as Planned Commercial (PC).

LAND USE ALTERNATIVES

1. Low Intensity Alternative - Open Space

The Lower Intensity Alternative will retain the existing land use of equestrian facilities, open space and floodplain. The site will remain unimproved, with no infrastructure provision other than the equestrian facility related site improvements.

2. Medium Intensity Alternative - Commercial Development

The Medium Intensity Alternative will involve the sale of the property by the Saba Family to a lower intensity development entity for processing and development. The property will be developed under allowed uses of the General Plan designation of General Commercial. Permitted

lower intensity commercial uses include Office Complex/Office Park, or Research and Development uses, or a combination of the two types of uses with related support commercial. Regional and local resident serving retail/commercial uses will not be developed under this alternative. Infrastructure improvements from Coal Canyon Road for roadway access and utilities will be required.

3. High Intensity Alternative - Regional Setting

The High Intensity Alternative will involve development of the property for a regional-serving mixed-use development such as a regional retail commercial complex or a destination-oriented resort/hotel facility. The property will be developed according to the most intensive uses permitted under the General Plan designation of General Commercial, with a Planned Commercial zoning classification. For a regional-serving, destination-oriented use, major freeway access improvements will be required.

CYL-01\OC-SABA

YORBA LINDA LAKEBED SITE

BACKGROUND

1. Location

The Yorba Linda Lakebed Site is located in the southwest sector of Yorba Linda, adjacent to the City of Anaheim, which lies to the south. The 82-acre Yorba Linda Lakebed site is surrounded by residential development bounded by Lakeview Avenue to the west, Imperial Highway to the east, Buena Vista Avenue to the north and Orchard Avenue to the south. The Orange County Flood Control District currently owns the site.

2. Setting

The Yorba Linda Lakebed Site currently consists of open space criss-crossed with equestrian and hiking trails. The site is unimproved and has no public facilities. The property is used by the County as a Flood Control Facility detention basin, and is currently under the authority of the Orange County Flood Control District. Properties surrounding the Lakebed Site are developed as Medium Low Density Residential. To the southwest of the site is an adjacent undeveloped residential parcel.

3. Access

Access to and from the site is primarily along equestrian and pedestrian hiking trails. Orchard Drive via Lakeview Avenue is the only roadway directly adjacent to the property. Dos Casa, a private drive off Timber Lane Drive, dead-ends at the Lakebed Site.

4. Existing Land Use Designations

The Yorba Linda General Plan designates the site as Open Space. Surrounding properties are residential at densities of approximately 1.8 DU/AC. The City's zoning ordinance classifies the site as Open Space.

LAND USE ALTERNATIVES

1. Low Density Alternative - Unimproved Open Space

The Low Density Alternative implements the City's Open Space designation for the site. The Lakebed remains under the jurisdiction of the Orange County Flood Control District and wil retain potential as a detention basin flood control measure. The Lakebed will remain unimproved open space with trails for equestrian and pedestrian hiking use. Trails are not imporved to meet City equestrian trail standards.

2. Medium Intensity Alternative - Improved Passive Open Space

The Medium Intensity Alternative maintains the site primarily as natural open space. Flood control and fire safety measures are implemented. The City may be required to obtain an easement from the Orange County Flood Control District for improvements. The equestrian trails are improved to meet City standards and a pedestrian hiking trail system is established which is separated from the equestrian system. Passive recreation facilities are provided, such as benches, water fountains and trash facilities for hiking and picnicking activities. A public access route and parking will be provided, such as a graded dirt or gravel lot.

3. High Intensity Alternative - Active Recreation

The High Intensity Alternative envisions the site as an active recreation amenity. This alternative requires the City to obtain the property or an easement from the Orange County Flood Control District for improvement as a park and recreation amenity. Active recreation facilities will be provided such as play fields and gym equipment. A pedestrian, bike and equestrian trail system will be developed as a tiered system in accordance with City standards. Parking will be provided on-site. Major access improvements will be required from Orchard Drive or Lakeview Avenue.

CYL-01\OC-LKBD.

YORBA LINDA COUNTRY CLUB COUNTY ISLAND

BACKGROUND

1. Location

The Yorba Linda Country Club County Island includes 249 acres of unincorporated Orange County land in the central portion of Yorba Linda. The Yorba Linda Country Club County Island is bounded by Yorba Linda Boulevard to the north, and both Arroyo Cajon and Parkside Drive to the south. The Parkside Estates Planned Residential Development flanks the Yorba Linda Country Club County Island to the southeast and southwest. The northern portion of the site is bounded by Fairmont Elementary School and Fairmont Boulevard to the east, and residential properties which derive access from Grandview Avenue to the west.

2. Setting

The golf course site is completely built out and consists of medium low and medium density residential development and a private golf course facility. The entire golf course is not contained within the unincorporated County Island. A number of links are contained within the City of Yorba Linda to the south of the County Island. The Yorba Linda Country Club County Island is within the Placentia Yorba Unified School District.

3. Access

Primary access to the County Island is derived from Kellogg Drive, which intersects Yorba Linda Boulevard north of the site and Imperial Highway southwest of the site. A small residential enclave is accessed only from Club View Drive.

4. Existing Land Use Designations

The General Plan designates the Yorba Linda Country Club County Island as Open Space, Medium Low Density Residential (1.8 DU/AC) and Medium Density Residential (3.0 DU/AC). There are approximately 375 dwelling units within this unincorporated area. The City of Yorba Linda has not pre-zoned the property. Pre-zoning would occur during annexation procedures.

LAND USE ALTERNATIVES

1. Low Intensity Alternative - Status Quo

The Low Intensity Alternative involves the Yorba Linda Country Club County Island remaining within unincorporated Orange County. Annexation will not occur, and the City will not realize the benefits of this golf course within the City limits. Services will continue to be provided by the County of Orange.

2. Medium Intensity Alternative - Annexation to City

The Medium Intensity Alternative involves annexation of the 249-acre County Island to the City of Yorba Linda. Public services and emergency services will be provided by the City to this area. Placentia Yorba Unified School District will continue educational service to the area. The property will be pre-zoned through the annexation process consistent with current General Plan designations. The only changes to the area will be improvements on a lot by lot basis to bring properties into conformance with the City's design and development standards.

3. High Intensity Alternative - Annexation to City

The High Intensity Alternative does not differ from the Medium Intensity Alternative as the County Island is predominantly built out. The Yorba Linda Country Club County Island would be annexed to the City of Yorba Linda. The City will benefit from the annexation in terms of capability to exert decision making influence on the property(ies).

CYL-01\OC-CCCI.

FAIRLYNN PROPERTY UNINCORPORATED COUNTY

BACKGROUND

1. Location

This 140-acre Unincorporated County Island is directly adjacent to the south central boundary of the City, and is within the City's Sphere of Influence. The area is bounded on the north by the City's southern boundary between and including Fairlynn Boulevard to the west and Glendale Drive to the east. The area is bounded on the south by Esperanza Road along the Anaheim City boundary between Imperial Highway on the west and Cedarbend Drive (inclusive) to the east. The northern boundary of this portion of the site is Oakvale Drive.

2. Setting

The Fairlynn Unincorporated County Island is primarily a built out residential area of Medium High to High Density Residential development. There are a few larger lots along Fairlynn Boulevard. The Glenn Knoll Elementary School is located in the northern portion of the site. At the southern boundary near the intersection of Imperial Highway and Esperanza Boulevard is a commercial center. The Yorba Linda Cemetery is also located within the County Island. The southernmost links of the Yorba Linda Country Club lie to the northwest of the Fairlynn County Island. A small strip of property adjacent to Imperial Highway remains undeveloped.

3. Access

The Fairlynn County Island gains primary access from Fairlynn Boulevard, which intersects with Esperanza Road.

4. Existing Land Use Designations

The General Plan designates three classifications for the Fairlynn County Island. This includes Medium High Density Residential (4.0 DU/AC) in the northern portion, High Density Residential (10.0 DU/AC) in the central and southern portion of the site and a small area at the southern edge along Esperanza Road designated Neighborhood Commercial. The City has not established zoning for the property.

LAND USE ALTERNATIVES

1. Low Intensity Alternative - Status Quo

The Low Intensity Alternative represents the status quo. The County Island is not annexed to the City, and remains within the City's Sphere of Influence as unincorporated Orange County land.

2. Medium Intensity Alternative - Annexation

The Medium Intensity Alternative involves annexation of the County Island into the City of Yorba Linda. The City will provide public services and emergency services to the area. The area will remain in the Placentia Yorba School District, and educational services will not change. The City will have control over design and development standards when the area is annexed into its jurisdiction. The City will pre-zone the property during the annexation process in a manner compatible with the existing General Plan land use designations.

3. High Intensity Alternative - Annexation

The High Intensity Alternative involves annexation of the Unincorporated County Island into the City of Yorba Linda. This alternative is the same as the Medium Intensity Alternative.

CYL-01\OC-FAIR

YLWD RESERVOIR PROPERTIES

BACKGROUND

1. Location

The 81-acre Yorba Linda Water District (YLWD) Reservoir opportunity area is located in the central portion of Yorba Linda, directly south of the Richard Nixon Library and Birthplace. The area is not uniformly shaped, making the site location description difficult to define by street boundaries. The opportunity area is generally bounded by Yorba Linda Boulevard to the north, Highland Avenue to both the south and east, Woodcrest Circle Drive and Richfield Road to the west, and the Yorba Linda Water District Reservoir forming a portion of the southern boundary.

2. Setting

The YLWD Reservoir Properties opportunity area is characterized by a wide variety of parcel sizes and shapes. Many parcels are vacant and undeveloped. A number of parcels are very large. Parcels are generally developed as low density residential uses. The area is characterized by a lack of structured infrastructure and the few internal roadways are privately owned. Access to residences is primarily gained from private drives, double-loaded driveways, dirt road spurs and easements on adjacent properties. There is little development standard application and unity in this area. The property surrounding the YLWD Reservoir structure is primarily vacant. The opportunity area is directly across Yorba Linda Boulevard from the Nixon Library and is within the public view on a daily basis.

3. Access

Primary access to the properties within the YLWD Reservoir opportunity area is achieved via Highland Avenue, Yorba Linda Boulevard, Eureka Avenue and Siesta Lane. Properties in the southwest corner of the opportunity area gain access from Richfield Road.

4. Existing Land Use Designations

The Yorba Linda General Plan designates the YLWD reservoir facility as Open Space, and the remainder of the area Medium Low Density Residential (1.8 DU/AC) and Medium Density Residential (3.0 DU/AC). The area is zoned Medium Low Density Residential (RS-1.8 DU/AC), Medium Density Residential (RS-3.0 DU/AC). The reservoir facility is zoned Public. The Medium Density Residential portion is overlaid by the oil combining zone overlay, which permits oil production and related activity until development occurs.

LAND USE ALTERNATIVES

1. Low Intensity Alternative - Status Quo

The Low Intensity Alternative is the status quo. Development occurs according to General Plan designations of Medium Low Density Residential and Medium Density Residential as market pressures dictate. The existing pattern of development continues. Extremely large lot development predominates. Infrastructure and access remain inadequate.

2. Medium Intensity Alternative - Planned Improvements

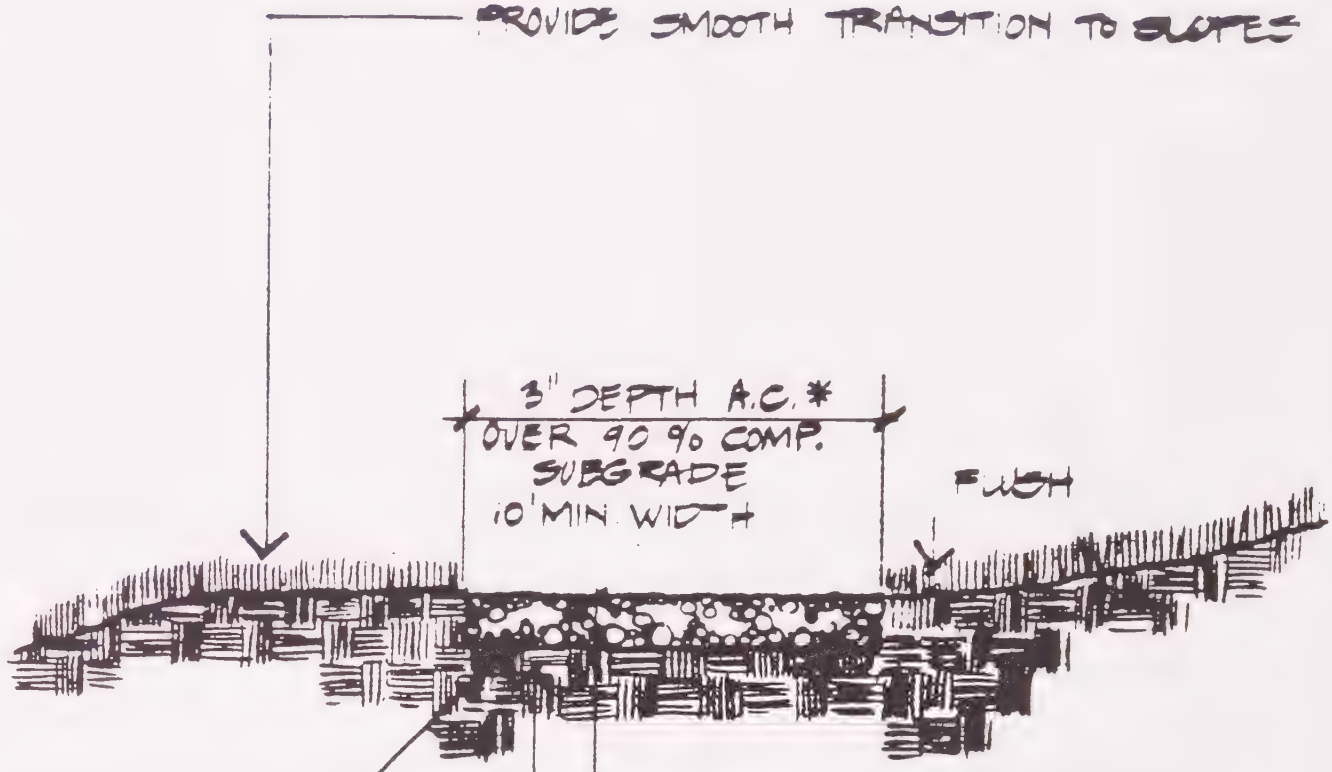
The Medium Intensity Alternative involves financing of infrastructure improvements through property assessment or City generated financing mechanisms, and the implementation of the infrastructure improvements. As large lot residential development is the primary land use in the opportunity area, the General Plan designation of Medium Low Density development at 1.8 DU/AC will be implemented. This involves both General Plan and zoning redesignation, for downzoning of properties now within the Medium Density designation to Medium Low Density Residential. Development standards will be enforced.

3. High Density Designation - Planned Estate Development

The High Intensity Alternative involves the General Plan re-designation of the properties within the opportunity area which are currently designated Medium Density to Medium Low Density Residential. This will permit planned development and greater standardization of lot sizes. The entire area will be treated as a Planned Residential Estate Development, although actual PRD zoning is not proposed. Design Guidelines and development standards will be established for the area. Infrastructure and circulation will be improved. Access from Highland Avenue will be redesigned, and a formal entry of frontage fence treatment will be established along Yorba Linda Boulevard across from the Nixon Library and Birthplace.

CYL-01\OC-YLWD.

APPENDIX TWO



⚠ 10% MAX. LONGITUDINAL SLOPE &
2% MIN. CROSS-SLOPE
SCARIFY SUBGRADE TO 6" DEPTH & COMPACT

SOIL STERILANT WILL ONLY BE USED STRICT DOCUMENTED ADVISEMENT OF A LICENSED PEST CONTROL ADVISOR. ANY DAMAGE OCCURRED BY MISUSE OF SOIL STERILANT WILL BE CORRECTED AT CONTRACTORS EXPENSE. PROPOSED SOIL STERILANT SHALL BE SUBMITTED TO CITY FOR APPROVAL.

* NOTE: ASPHALT CONC. PER CALTRANS "PLANNING & DESIGN CRITERIA FOR BIKEWAYS IN CALIFORNIA" 16-30-78, PAGE 18

city of yorba linda

standard detail **201**

A.C. PATH

revisions
⚠ 12/16/80 HR
10/10/84 CG
2/9/90 GD

Earl Stephens 12/17/80

APPROVED BY: DIRECTOR OF PUBLIC WORKS DATE

APPENDIX THREE

NOISE MEASUREMENT DATA

I. Sound Level Meter

The sound level meter utilized was a Model 700 Precision Sound Level Dosimeter and Analyzer manufactured by Larson & Davis Laboratories. This meter meets ANSI and IEC Standards (ANS S1.4-1971 Type II precision).

II. Measurement Procedure

One integrated noise measurement was taken at each of the locations illustrated on Figure N-2. Ten to fifteen minute noise level recordings were used to represent the average ambient peak-hour noise level in the City of Yorba Linda.

III. Monitored Levels

Table N-9
Noise Measurement Levels

Location	Day	Time	Leq	Lmax	Lmin	L_{10}	L_{33}	L_{50}	L_{90}
1	1/9	1:15 p.m.	59.4	74.5	44.5	63.0	59.0	56.0	47.5
2	1/9	1:45 p.m.	65.1	81.0	42.5	69.0	63.5	58.0	47.5
3	1/9	12:40 p.m.	67.1	80.5	50.0	70.5	66.0	63.5	57.0
4	1/9	2:00 p.m.	69.1	78.5	50.0	73.0	69.5	67.0	56.0
5	1/9	3:15 p.m.	68.3	80.0	52.0	70.5	68.5	67.5	61.0
6	1/9	2:30 p.m.	68.5	76.0	47.0	71.5	69.0	68.0	60.5
7	1/9	3:40 p.m.	63.3	75.5	54.5	66.0	63.5	61.5	56.5
8	1/9	11:15 a.m.	68.2	77.5	51.5	72.0	68.0	65.5	58.0
9	1/9	4:30 p.m.	65.9	70.5	60.5	67.5	66.0	65.0	63.0

Table N-10
Existing Exterior Noise Exposure

Roadway	ADT[1] (Veh./Day)	CNEL @ 100 Feet[2]	Distance to Contours (Ft.)[3] 70 dBA	65 dBA	60 dBA
AVENIDA RIO DEL ORO					
North of Yorba Linda Boulevard	4,200	54.2	ROW	ROW	41
BASTANCHURY ROAD					
Eureka Avenue to Casa Loma Avenue	5,900	58.6	ROW	ROW	81
Imperial Highway to Prospect Avenue	9,100	60.5	ROW	50	108
BUENA VISTA AVENUE					
Imperial Highway to Lakeview Avenue	4,800	56.3	ROW	26	57
Lakeview Avenue to Richfield Road	6,800	59.3	ROW	41	89
Richfield Road to Van Buren Street	7,000	59.4	20	42	91
CASA LOMA AVENUE					
Yorba Linda Boulevard to Imperial Highway	1,700	48.5	ROW	ROW	ROW
DOMINGUEZ RANCH ROAD					
Esperanza Road to Trail Side Drive	2,200	52.9	ROW	ROW	34
Trail Side Drive to Yorba Ranch Road	2,500	50.1	ROW	ROW	22
ESPERANZA ROAD					
Fairmont Boulevard to Paseo del Prado	10,400	62.4	ROW	67	144
Paseo del Prado to Dominguez Ranch Road	5,600	60.9	ROW	53	114
Dominguez Ranch Road to New River Road	7,600	62.2	ROW	65	140
EUREKA AVENUE					
Yorba Linda Boulevard to Imperial Highway	3,700	53.6	ROW	ROW	38
FAIRMONT BOULEVARD					
Esperanza Road to Village Center Drive South	9,400	60.7	ROW	51	111
Village Center Drive South to Paseo de las Palomas	6,300	58.9	ROW	ROW	85
Paseo de las Palomas to Yorba Linda Boulevard	8,900	59.0	ROW	ROW	86
Yorba Linda Boulevard to Cordova Lane	7,000	58.0	ROW	ROW	73
Cordova Lane to Rimcrest	5,400	58.3	ROW	ROW	76
Rimcrest to Village Center Drive North	2,100	54.2	ROW	ROW	41
GYPSUM CANYON ROAD					
91 Freeway to La Palma Avenue	10,300	61.1	ROW	55	118

1. ADT = Average Daily Traffic volume.
2. CNEL = Community Noise Equivalent Level. Measured at 100 feet from roadway centerline.
3. Measured from roadway centerline. ROW means contour is located within the roadway right-of-way.

Table N-10
Existing Exterior Noise Exposure

Roadway	ADT[1] (Veh./Day)	CNEL @ 100 Feet[2]	Distance to Contours (Ft.)[3] 70 dBA	65 dBA	60 dBA
IMPERIAL HIGHWAY					
South City Limits to Kellogg Drive	23,800	68.8	83	180	387
Kellogg Drive to Lakeview Avenue	26,100	69.2	89	191	411
Lakeview Avenue to Eureka Avenue	31,900	70.1	101	218	470
Eureka Avenue to Case Loma Avenue	34,000	70.4	106	228	491
Casa Loma Avenue to Bastanchury Road	34,900	70.5	108	232	499
Bastanchury Road to Prospect Avenue	34,200	70.4	106	229	493
JEFFERSON STREET					
Cumberland Circle to Yorba Linda Boulevard	1,900	49.0	ROW	ROW	ROW
KELLOGG DRIVE					
Imperial Highway to Mountain View Avenue	9,400	60.7	ROW	51	111
Mountain View Avenue to Yorba Linda Boulevard	7,600	59.7	21	45	96
LAKEVIEW AVENUE					
South City Limits to Buena Vista Avenue	12,800	62.0	ROW	63	136
Buena Vista Avenue to Yorba Linda Boulevard	12,800	62.0	ROW	63	136
Yorba Linda Boulevard to Bastanchury Road	6,000	57.3	ROW	ROW	66
LA PALMA AVENUE					
Weir Canyon to Via Lomas de Yorba West	19,500	65.1	ROW	102	219
Via Lomas de Yorba West to Via Lomas de Yorba East	14,300	63.8	ROW	83	178
Via Lomas de Yorba East to Gypsum Canyon Bridge	10,400	62.4	ROW	67	144
Gypsum Canyon Bridge to Camino Bryant	6,700	60.5	ROW	50	107
MOUNTAIN VIEW AVENUE					
Kellogg Drive to Ohio Street	2,700	53.8	ROW	ROW	39
NEW RIVER ROAD					
Yorba Linda Boulevard to Avenida Adobe	6,200	57.4	ROW	ROW	67
Avenida Adobe to Esperanza Road	5,900	57.2	ROW	ROW	65
OHIO STREET					
Mountain View Avenue to Yorba Linda Boulevard	1,800	52.1	ROW	ROW	30

1. ADT = Average Daily Traffic volume.
2. CNEL = Community Noise Equivalent Level. Measured at 100 feet from roadway centerline.
3. Measured from roadway centerline. ROW means contour is located within the roadway right-of-way.

Table N-10
Existing Exterior Noise Exposure

Roadway	ADT[1] (Veh./Day)	CNEL @ 100 Feet[2]	Distance to Contours (Ft.)[3] 70 dBA	65 dBA	60 dBA
ORIENTE DRIVE					
Ohio Street to Avocado Street	1,800	52.1	ROW	ROW	30
PASEO DE LAS PALOMAS					
Fairmont Boulevard to Village Center Drive	2,900	55.6	ROW	ROW	50
Village Center Drive to Paseo del Prado	2,200	54.4	ROW	ROW	ROW
Paseo del Prado to Yorba Linda Boulevard	2,600	53.7	ROW	ROW	ROW
PASEO DEL PRADO					
Esperanza Road to Paseo de la Cumbre	1,600	53.0	ROW	ROW	34
Paseo de la Cumbre to Paseo de las Palomas	1,400	52.4	ROW	ROW	31
PROSPECT AVENUE					
El Cajon Avenue to Bastanchury Road	2,900	54.1	ROW	ROW	41
RICHFIELD ROAD					
Mariposa Avenue to Buena Vista Avenue	7,700	61.1	ROW	55	118
Buena Vista Avenue to Yorba Linda Boulevard	8,600	61.6	ROW	59	127
ROSE DRIVE					
Yorba Linda Boulevard to Bastanchury Road	14,100	62.4	ROW	67	145
Bastanchury Road to Imperial Highway	12,600	61.9	ROW	62	134
SAN ANTONIO ROAD					
Yorba Linda Boulevard to Alder Avenue	1,900	49.0	ROW	ROW	ROW
VALLEY VIEW AVENUE					
El Cajon Avenue to Imperial Highway	4,100	57.1	ROW	30	64
VILLAGE CENTER DRIVE					
Fairmont Boulevard South to Paseo de las Palomas	4,000	56.9	ROW	ROW	63
Paseo de las Palomas to Yorba Linda Boulevard	4,900	56.4	ROW	ROW	58
Yorba Linda Boulevard to Fairmont Boulevard North	6,500	60.3	ROW	ROW	105
VIA DEL AGUA					
Via Puente to Yorba Linda Boulevard	1,100	46.6	ROW	ROW	ROW
VIA LOMAS DE YORBA EAST					
Paseo de Toronto to Yorba Linda Boulevard	4,900	53.1	ROW	ROW	34

1. ADT = Average Daily Traffic volume.
2. CNEL = Community Noise Equivalent Level. Measured at 100 feet from roadway centerline.
3. Measured from roadway centerline. ROW means contour is located within the roadway right-of-way.

Table N-10
Existing Exterior Noise Exposure

Roadway	ADT[1] (Veh./Day)	CNEL @ 100 Feet[2]	Distance to Contours (Ft.)[3] 70 dBA	65 dBA	60 dBA
VIA LOMAS DE YORBA WEST					
Box Canyon Drive to Yorba Linda Boulevard	4,000	52.2	ROW	ROW	30
YORBA LINDA BOULEVARD					
La Palma to Avenida Adobe	17,600	63.4	ROW	78	168
Avenida Adobe to Yorba Ranch Road	18,400	63.6	ROW	80	173
Yorba Ranch Road to Village Center Drive	20,500	64.0	40	86	186
Village Center Drive to Avenida Rio del Oro	24,000	67.7	45	96	207
Avenida Rio del Oro to Fairmont Boulevard	26,100	65.1	47	101	218
Fairmont Boulevard to Kellogg Drive	32,500	66.0	54	117	253
Kellogg Drive to Lakeview Avenue	33,800	66.2	56	120	260
Lakeview Avenue to Imperial Highway	30,200	65.7	52	112	241
Imperial Highway to Eureka Avenue	19,600	63.9	ROW	84	180
Eureka Avenue to Jefferson Street	24,200	64.8	45	96	208
YORBA RANCH ROAD					
Esperanza Road to Paseo de la Cumbre	2,000	53.9	ROW	ROW	ROW
Paseo de la Cumbre to Yorba Linda Boulevard	1,600	51.6	ROW	ROW	ROW

1. ADT = Average Daily Traffic volume.
2. CNEL = Community Noise Equivalent Level. Measured at 100 feet from roadway centerline.
3. Measured from roadway centerline. ROW means contour is located within the roadway right-of-way.

Table N-11
2010 Exterior Noise Exposure

Roadway	ADT[1] (Veh./Day)	CNEL @ 100 Feet[2]	Distance to Contours (Ft.)[3] 70 dBA	65 dBA	60 dBA
AVENIDA RIO DEL ORO					
North of Yorba Linda Boulevard	4,200	54.2	ROW	ROW	41
BASTANCHURY ROAD					
Eureka Avenue to Casa Loma Avenue	21,500	64.3	41	89	192
Imperial Highway to Prospect Avenue	30,100	65.7	52	112	240
BUENA VISTA AVENUE					
Imperial Highway to Lakeview Avenue	9,500	59.3	ROW	42	90
Lakeview Avenue to Richfield Road	9,500	60.7	ROW	52	111
Richfield Road to Van Buren Street	9,500	60.7	ROW	52	111
CASA LOMA AVENUE					
Yorba Linda Boulevard to Imperial Highway	1,700	48.5	ROW	ROW	ROW
DOMINGUEZ RANCH ROAD					
Esperanza Road to Trail Side Drive	6,000	57.3	ROW	31	66
Trail Side Drive to Yorba Ranch Road	7,000	50.1	ROW	ROW	44
ESPERANZA ROAD					
Fairmont Boulevard to Paseo del Prado	16,000	64.3	ROW	89	192
Paseo del Prado to Dominguez Ranch Road	6,000	61.2	ROW	55	119
Dominguez Ranch Road to New River	6,000	61.2	ROW	55	119
EUREKA AVENUE					
Yorba Linda Boulevard to Imperial Highway	23,000	61.6	27	59	127
FAIRMONT BOULEVARD					
Esperanza Road to Village Center Drive South	27,250	65.3	48	104	225
Village Center Drive South to Paseo de las Palomas	23,000	64.5	ROW	93	201
Paseo de las Palomas to Yorba Linda Boulevard	7,000	58.0	ROW	ROW	73
Yorba Linda Boulevard to Cordova Lane	26,000	63.7	ROW	81	175
Cordova Lane to Rimcrest	36,000	66.5	58	126	271
Rimcrest to Village Center Drive North	36,000	66.5	58	126	271
GYPSUM CANYON ROAD					
91 Freeway to La Palma	49,000	67.8	72	154	332

1. ADT = Average Daily Traffic volume.
2. CNEL = Community Noise Equivalent Level. Measured at 100 feet from roadway centerline.
3. Measured from roadway centerline. ROW means contour is located within the roadway right-of-way.

Table N-11
2010 Exterior Noise Exposure

Roadway	ADT[1] (Veh./Day)	CNEL @ 100 Feet[2]	Distance to Contours (Ft.)[3] 70 dBA	65 dBA	60 dBA
IMPERIAL HIGHWAY					
South City Limits to Kellogg Drive	77,000	73.9	182	393	846
Kellogg Drive to Lakeview Avenue	69,900	73.5	171	368	793
Lakeview Avenue to Eureka Avenue	63,000	69.9	98	211	454
Eureka Avenue to Casa Loma Avenue	63,000	69.9	98	211	454
Casa Loma Avenue to Bastanchury Road	63,000	73.4	159	344	740
Bastanchury Road to Prospect Avenue	63,000	73.4	159	344	740
JEFFERSON STREET					
Cumberland Circle to Yorba Linda Boulevard	1,900	49.0	ROW	ROW	ROW
KELLOGG DRIVE					
Imperial Highway to Mountain View Avenue	17,000	63.2	ROW	76	164
Mountain View Avenue to Yorba Linda Boulevard	13,000	62.1	ROW	64	137
LAKEVIEW AVENUE					
South City Limits to Buena Vista Avenue	22,000	64.4	ROW	90	195
Buena Vista Avenue to Yorba Linda Boulevard	17,000	63.2	ROW	76	164
Yorba Linda Boulevard to Bastanchury Road	13,000	60.7	ROW	51	110
LA PALMA AVENUE					
Weir Canyon to Via Lomas de Yorba West	23,000	66.6	60	128	277
Via Lomas de Yorba West to Via Lomas de Yorba East	23,000	66.6	60	128	277
Via Lomas de Yorba East to Gypsum Canyon Bridge	23,000	66.6	60	128	277
Gypsum Canyon Bridge to Camino Bryant	23,000	66.6	60	128	277
MOUNTAIN VIEW AVENUE					
Kellogg Drive to Ohio Street	2,700	53.8	ROW	ROW	39
NEW RIVER ROAD					
Yorba Linda Boulevard to Avenida Adobe	6,200	57.4	ROW	ROW	67
Avenida Adobe to Esperanza Road	5,900	57.2	ROW	ROW	65
OHIO STREET					
Mountain View Avenue to Yorba Linda Boulevard	1,800	52.1	ROW	ROW	30
ORIENTE DRIVE					
Ohio Street to Avocado Street	1,800	52.1	ROW	ROW	30

1. ADT = Average Daily Traffic volume.
2. CNEL = Community Noise Equivalent Level. Measured at 100 feet from roadway centerline.
3. Measured from roadway centerline. ROW means contour is located within the roadway right-of-way.

Table N-11
2010 Exterior Noise Exposure

Roadway	ADT[1] (Veh./Day)	CNEL @ 100 Feet[2]	Distance to Contours (Ft.)[3] 70 dBA	65 dBA	60 dBA
PASEO DE LAS PALOMAS					
Fairmont Boulevard to Village Center Drive	7,000	59.4	ROW	42	91
Village Center Drive to Paseo del Prado	6,000	58.7	ROW	ROW	82
Paseo del Prado to Yorba Linda Boulevard	7,000	58.0	ROW	ROW	73
PASEO DEL PRADO					
Esperanza Road to Paseo de la Cumbre	7,000	59.4	ROW	42	91
Paseo de la Cumbre to Paseo de las Palomas	7,000	59.4	ROW	42	91
PROSPECT AVENUE					
El Cajon Avenue to Bastanchury Road	14,000	61.0	25	54	116
RICHFIELD ROAD					
Mariposa Avenue to Buena Vista Avenue	39,000	68.1	75	161	348
Buena Vista Avenue to Yorba Linda Boulevard	27,000	66.5	59	126	272
ROSE DRIVE					
Yorba Linda Boulevard to Bastanchury Road	58,000	68.6	80	173	372
Bastanchury Road to Imperial Highway	58,000	68.6	80	173	372
SAN ANTONIO ROAD					
Yorba Linda Boulevard to Alder Avenue	1,900	49.0	ROW	ROW	ROW
VALLEY VIEW AVENUE					
El Cajon Avenue to Imperial Highway	53,000	68.2	75	163	350
Imperial Highway to Bastanchury Road	53,000	68.2	75	163	350
Bastanchury Road to City Limits	53,000	68.2	75	163	350
VILLAGE CENTER DRIVE					
Fairmont Boulevard South to Paseo de las Palomas	10,000	60.9	ROW	53	115
Paseo de las Palomas to Yorba Linda Boulevard	2,000	52.5	ROW	ROW	32
Yorba Linda Boulevard to Fairmont Boulevard North	2,000	55.2	ROW	ROW	48
VIA DEL AGUA					
Via Puente to Yorba Linda Boulevard	1,100	46.6	ROW	ROW	ROW
VIA LOMAS DE YORBA EAST					
Paseo de Toronto to Yorba Linda Boulevard	4,900	53.1	ROW	ROW	34

1. ADT = Average Daily Traffic volume.
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3. Measured from roadway centerline. ROW means contour is located within the roadway right-of-way.

Table N-11
2010 Exterior Noise Exposure

Roadway	ADT[1] (Veh./Day)	CNEL @ 100 Feet[2]	Distance to Contours (Ft.)[3] 70 dBA	65 dBA	60 dBA
VIA LOMAS DE YORBA WEST					
Box Canyon Drive to Yorba Linda Boulevard	4,000	52.2	ROW	ROW	30
YORBA LINDA BOULEVARD					
La Palma to Avenida Adobe	21,000	64.2	41	88	189
Avenida Adobe to Yorba Ranch Road	15,000	62.7	ROW	70	151
Yorba Ranch Road to Village Center Drive	15,000	62.7	ROW	70	151
Village Center Drive to Avenida Rio del Oro	14,000	62.4	ROW	67	144
Avenida Rio del Oro to Fairmont Boulevard	18,000	63.5	ROW	79	171
Fairmont Boulevard to Kellogg Drive	35,000	66.4	57	123	266
Kellogg Drive to Lakeview Avenue	22,000	64.4	42	90	195
Lakeview Avenue to Imperial Highway	72,000	69.5	93	199	430
Imperial Highway to Eureka Avenue	72,000	69.5	93	199	430
Eureka Avenue to Jefferson Street	72,000	69.5	93	199	430
YORBA RANCH ROAD					
Esperanza Road to Paseo de la Cumbre	2,000	53.9	ROW	ROW	ROW
Paseo de la Cumbre to Yorba Linda Boulevard	1,600	51.6	ROW	ROW	ROW

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Table N-12
General Plan-Related Noise Change
(CNEL @ 100 Feet)

Roadway	Existing	2010	Change
AVENIDA RIO DEL ORO			
North of Yorba Linda Boulevard	54.2	54.2	--
BASTANCHURY ROAD			
Eureka Avenue to Casa Loma Avenue	58.6	64.3	+5.7
Imperial Highway to Prospect Avenue	60.5	65.7	+5.2
BUENA VISTA AVENUE			
Imperial Highway to Lakeview Avenue	56.3	59.3	+3.0
Lakeview Avenue to Richfield Road	59.3	60.7	+1.4
Richfield Road to Van Buren Street	59.4	60.7	+1.3
CASA LOMA AVENUE			
Yorba Linda Boulevard to Imperial Highway	48.5	48.5	--
DOMINGUEZ RANCH ROAD			
Esperanza Road to Trail Side Drive	52.9	57.3	+4.4
Trail Side Drive to Yorba Ranch Road	50.1	50.1	--
ESPERANZA ROAD			
Fairmont Boulevard to Paseo del Prado	62.4	64.3	+1.9
Paseo del Prado to Dominguez Ranch Road	60.9	61.2	+0.3
Dominguez Ranch Road to New River	62.2	61.2	-1.0
EUREKA AVENUE			
Yorba Linda Boulevard to Imperial Highway	53.6	61.6	+8.0
FAIRMONT BOULEVARD			
Esperanza Road to Village Center Drive South	60.7	65.3	+4.6
Village Center Drive South to Paseo de las Palomas	58.9	64.5	+5.6
Paseo de las Palomas to Yorba Linda Boulevard	59.0	58.0	-1.0
Yorba Linda Boulevard to Cordova Lane	58.0	63.7	+5.7
Cordova Lane to Rimcrest	58.3	66.5	+8.2
Rimcrest to Village Center Drive North	54.2	66.5	+12.3
GYPSUM CANYON ROAD			
91 Freeway to La Palma	61.1	67.8	+6.7
IMPERIAL HIGHWAY			
South City Limits to Kellogg Drive	68.8	73.9	+5.1
Kellogg Drive to Lakeview Avenue	69.2	73.5	+4.3

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Table N-12
General Plan-Related Noise Change
(CNEL @ 100 Feet)

Roadway	Existing	2010	Change
Lakeview Avenue to Eureka Avenue	70.1	69.9	-0.2
Eureka Avenue to Casa Loma Avenue	70.4	69.9	-0.5
Casa Loma Avenue to Bastanchury Road	70.5	73.4	+2.9
Bastanchury Road to Prospect Avenue	70.4	73.4	+3.0
JEFFERSON STREET			
Cumberland Circle to Yorba Linda Boulevard	49.0	49.0	--
KELLOGG DRIVE			
Imperial Highway to Mountain View Avenue	60.7	63.2	+2.5
Mountain View Avenue to Yorba Linda Boulevard	59.7	62.1	+2.4
LAKEVIEW AVENUE			
South City Limits to Buena Vista Avenue	62.0	64.4	+2.4
Buena Vista Avenue to Yorba Linda Boulevard	62.0	63.2	+1.2
Yorba Linda Boulevard to Bastanchury Road	57.3	60.7	+3.4
LA PALMA AVENUE			
Weir Canyon to Via Lomas de Yorba West	65.1	66.6	+1.5
Via Lomas de Yorba West to Via Lomas de Yorba East	63.8	66.6	+2.8
Via Lomas de Yorba East to Gypsum Canyon Bridge	62.4	66.6	+4.2
Gypsum Canyon Bridge to Camino Bryant	60.5	66.6	+6.1
MOUNTAIN VIEW AVENUE			
Kellogg Drive to Ohio Street	53.8	53.8	--
NEW RIVER ROAD			
Yorba Linda Boulevard to Avenida Adobe	57.4	57.4	--
Avenida Adobe to Esperanza Road	57.2	57.2	--
OHIO STREET			
Mountain View Avenue to Yorba Linda Boulevard	52.1	52.1	--
ORIENTE DRIVE			
Ohio Street to Avocado Street	52.1	52.1	--
PASEO DE LAS PALOMAS			
Fairmont Boulevard to Village Center Drive	55.6	59.4	+3.8
Village Center Drive to Paseo del Prado	54.4	58.7	+4.3
Paseo del Prado to Yorba Linda Boulevard	53.7	58.0	+4.3

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Table N-12
General Plan-Related Noise Change
(CNEL @ 100 Feet)

Roadway	Existing	2010	Change
PASEO DEL PRADO			
Esperanza Road to Paseo de la Cumbre	53.0	59.4	+6.4
Paseo de la Cumbre to Paseo de las Palomas	52.4	59.4	+7.0
PROSPECT AVENUE			
El Cajon Avenue to Bastanchury Road	54.1	61.0	+6.9
RICHFIELD ROAD			
Mariposa Avenue to Buena Vista Avenue	61.1	68.1	+7.0
Buena Vista Avenue to Yorba Linda Boulevard	61.6	66.5	+4.9
ROSE DRIVE			
Yorba Linda Boulevard to Bastanchury Road	62.4	68.6	+6.2
Bastanchury Road to Imperial Highway	61.9	68.6	+6.7
SAN ANTONIO ROAD			
Yorba Linda Boulevard to Alder Avenue	49.0	49.0	--
VALLEY VIEW AVENUE			
El Cajon Avenue to Imperial Highway	57.1	68.2	+11.1
Imperial Highway to Bastanchury Road	---	68.2	--
Bastanchury Road to City Limits	---	68.2	--
VILLAGE CENTER DRIVE			
Fairmont Boulevard South to Paseo de las Palomas	56.9	60.9	+4.0
Paseo de las Palomas to Yorba Linda Boulevard	56.4	52.5	-3.9
Yorba Linda Boulevard to Fairmont Boulevard North	60.3	55.2	-5.1
VIA DEL AGUA			
Via Puente to Yorba Linda Boulevard	46.6	46.6	--
VIA LOMAS DE YORBA EAST			
Paseo de Toronto to Yorba Linda Boulevard	53.1	53.1	--
VIA LOMAS DE YORBA WEST			
Box Canyon Drive to Yorba Linda Boulevard	52.2	52.2	--
YORBA LINDA BOULEVARD			
La Palma to Avenida Adobe	63.4	64.2	+0.8
Avenida Adobe to Yorba Ranch Road	63.6	62.7	-0.9
Yorba Ranch Road to Village Center Drive	64.0	62.7	-1.3

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Table N-12
General Plan-Related Noise Change
(CNEL @ 100 Feet)

Roadway	Existing	2010	Change
Village Center Drive to Avenida Rio del Oro	67.7	62.4	-5.3
Avenida Rio del Oro to Fairmont Boulevard	65.1	63.5	-1.6
Fairmont Boulevard to Kellogg Drive	66.0	66.4	+0.4
Kellogg Drive to Lakeview Avenue	66.2	64.4	-1.8
Lakeview Avenue to Imperial Highway	65.7	69.5	+3.8
Imperial Highway to Eureka Avenue	63.9	69.5	+5.6
Eureka Avenue to Jefferson Street	64.8	69.5	+4.7
YORBA RANCH ROAD			
Esperanza Road to Paseo de la Cumbre	53.9	53.9	--
Paseo de la Cumbre to Yorba Linda Boulevard	51.6	51.6	--

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